

The Hongkong Telegraph.

(ESTABLISHED 1891)

68945 五拜禮號九十月九英港香

FRIDAY, SEPTEMBER 19, 1919.

日六廿月七

SINGLE COPY: 10 CTS

\$36 PER ANNUM U.M.



REUTER'S TELEGRAMS.

FRENCH AMBITIONS IN SYRIA.

GREAT BRITAIN GIVES ASSURANCES.

Paris, September 16.
Temporary arrangements regarding Syria have been agreed to by France and Great Britain, providing for the replacement of British troops by French and assurances that Great Britain will support French desires for a mandate over Syria.

M. Clemenceau and Mr. Lloyd George have reached a temporary agreement regarding the disposition of French and British troops in Turkey.

The British will withdraw their troops to Lower Syria and Palestine, leaving the French in Syria.

The French will negotiate with Emir Feycal concerning the exact boundaries they will occupy.—Havas.

ALLIED ULTIMATUM TO GERMANY.

IMMEDIATE WITHDRAWAL OF TROOPS FROM LITHUANIA DEMANDED.

Paris, September 16.
Marshal Foch was present at both the sessions of the Council of Five. He was instructed to send a Note to Germany announcing that the Allies hold Germany responsible for the occupation of Lithuania, the Note to be in the nature of an ultimatum and ordering German troops to be withdrawn immediately.—Havas.

ANXIOUS EYES TOWARDS UNITED STATES.

FRANCE WAITING TO KNOW AMERICAN PEACE ATTITUDE.

Paris, September 16.
Some French critics hold that the French Chamber is prolonging the debate on the ratification of the Peace Treaty because the Government wishes to know what the United States will do with the Treaty.—Havas.

THE MARSEILLES STRIKE.

EIGHT-HOUR DAY ACCEPTED.

Paris, September 16.
The dockers' strike has ceased, the dockers having accepted the employers' offer for an eight-hour day.—Havas.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

FLYING FROM ENGLAND TO AUSTRALIA.

PREPARATIONS IN THE STRAITS SETTLEMENTS.

Singapore, September 18.
In connection with the Daily Mail competition for £10,000 for the first successful airman to fly from London to Australia, Capt. Rigby and Lieut. Bryce were to have started, in a small Martinside two-seater, fitted with floats, from London on September 8 under the auspices of the Royal Aero Club, Pall Mall. The airman are due to arrive here on September 23.

The Borneo Co. has charge of the landing and the probable sites will be the Racecourse both at Penang and Singapore. The airman are also calling at Rangoon and Batavia.

Should anyone sight the machine in difficulty, he is asked to immediately wire to the Inspector General of Police or the Borneo Co. Expenses will be refunded.

ANOTHER EX-GERMAN SHIP.

Singapore, September 18.
The a.s. Stolberg, another ex-German merchantman, now flying the Inter-Allied flag, arrived here from Dutch waters yesterday. This makes twelve of these vessels to arrive. Two have left.

TO-DAY'S CHINESE TELEGRAMS.

PREPARING FOR GERMAN TRADE.

Shanghai, September 19.
It has been decided to abolish the regulations in regard to commerce and property against German and Austrian subjects as the first step to be taken in the peace attitude towards them, and that the word "enemy" shall not be used again in documents.

NORTH V. SOUTH.

Shanghai, September 19.
Tsun K'ai's party has declared that if peace can be concluded in Shanghai, it will mobilise the Participating Army, the North West Army, the Fengtai Army and the An Mu Army to fight in the north with the Southern Provinces.

KOWLOON NOTES.

Kowloon Cricket Club beat the Police Recreation Club, in the Bow's League, last Saturday, by 20 points. This is last match of the season to be played by the K.C.C., before the holding of the annual general meeting, which is to take place on the 30th inst.

There are many matters of import to be discussed at the annual meeting of the K.C.C. The newly elected officials, whoever they may be, will have a strenuous year before them. In addition to a large increase in membership, many old adherents to the Club have returned to the Colony and the new membership for the forthcoming year is expected to exceed all previous records.

In this connection we understand that at the forthcoming meeting, the question of the erection of a new Club House, or pavilion, will be discussed. The present pavilion has, for some two or three years past, been found inadequate and there is not the slightest doubt that any proposal for a more up-to-date club house will meet with general approval.

Arrangements are complete for the cricket season, and nets are now up for practice.

We are asked to state that members of the K.C.C. desirous of playing cricket should send in their names to the Hon. Secretary. Also, members wishing to join the Golf Section, should intimate their desires to the Hon. Secretary of that section.

Just before going to press, we learn that there will be a members' practice cricket match to-morrow commencing at 2.30. It is hoped that all members interested will turn up. The two elevens will be scratch teams and selected on the ground before the match.

The annual meeting of Wigwam Tennis Club will be held on Saturday next, the 27th.

Some time ago we referred, in this column, to the fact that we had applied to the military authorities for information as to what use it was intended to make of the plot of ground adjoining the Kowloon Godown Company's property outside the Ferry Wharf, and when the dirty hoarding which enclosed the plot was likely to be removed. We also stated that after kicking our heels for the best part of an hour outside the sanctum of one of the Military officials we were told that no information could be vouchsafed on the subject.

Naturally, we assumed that some work of military importance was going on, the details of which it would be inadvisable to make public, although it was pretty generally known in Hongkong and Kowloon for what purpose the Military authorities originally acquired the land.

However, the deadly "secret" is now out. Instead of forts and guns it is latrines and richa shelters. The hoarding is now being pulled down and the P.W.D. is to build an additional latrine and shelter for ricksha coolies. We must be careful the enemy does not get hold of this information!

The new works will be of the same character as the existing shelter and when complete, will add to the general cleanly appearance of the approach to the Ferry wharf, and, we trust, assist in keeping the ricksha coolies in order.

But perhaps there is more in the matter than meets the eye.

A correspondent writes as follows:—I do not know whether you are a light or heavy sleeper but if the former you must often be impressed by the variety of Kowloon's night music. Sousa's band in a death grapple with the latest Broadway jazz pales before this midnight and early morning chorus of songsters, dogs, cats, birds, and even human voices.

Chinese Paderawekia and Indian gin-drinkers who whine. They seem to choose the hour, also, when all the roosters in the neighbourhood are debating the probable representatives for the Legislative Council honours, roosters with and without an idea of decent harmony, and roosters which must assuredly have swallowed, alive, a few buck-frogs to judge by the intermingling of notes. The best time for listening to this latest jazz is 3 a.m.; numerous budding musicians having then ceased the four-finger exercise on cheap pianos. These Kowloon "notes," Sir, are well worth airing, and all concerned deserve their due reward; instant death. I know a few old soldiers who intend to organise night raids on some of the parties, and if the raids are successful each participant should receive the O.B.E. at least.

Them's our sentiments exactly. The other night we ourselves were subject to two solid hours of impromptu limerick, lurid and loud, to the tune of "John Brown's Body." The pianist (sic) must be one of those gentry who go in for "playing-the-piano-for-24-hours-without-a-stop" stunts. We feel sure he would create a record. He played "John Brown's Body" in the bass, he played it in the treble, he played it with variations, he played it without variations and we counted forty repetitions without a break. Seriously, this sort of thing is not good enough and it ought to be stopped.

Another matter to which our attention has been called and to which we have previously referred, is the practicing of baseball catching on the open space facing Salisbury Road. The would-be "catchers" catch about one in five and we have several times noticed the missed ball go perilously near little children who play on the ground. The spot is no place for base-ball. The game should be played or practiced in a place specially set apart for the purpose.

A Kowloon resident has supplied us with an interesting example of the loyalty of some Chinese during the war. Our informant was an officer of the Police Reserve, and during the war, part of his duty, as "Warning Officer," was to send to each member notifications of duties, each week. He approached one of the principal Chinese employees of the firm in which he was engaged and asked if some coolies could be supplied to deliver the notices. The Chinese replied to the effect that he was too old to fight or to take any active part in helping to win the war but said that every man must help the King somehow. He thereupon supplied three coolies free of charge to deliver the notices. Good Man!

Plans have now been completed, and work will be put in hand almost immediately, for the erection of a new fire station in Kowloon, next to the Post Office on Salisbury Road. The building will contain all the most up-to-date appliances, including work rooms etc. and will consist of two storeys with a frontage of about 60 feet. There will be sufficient accommodation on the ground floor for four engines. On the top floor there will be two rooms for the accommodation of firemen. The structure will be, of course, fire proof, composed chiefly of reinforced concrete. It has not yet been decided how many engines will be stationed there, but it is assumed there will be at least two new motor engines, an escape and probably a police ambulance will also find accommodation in the building.

The new quarters for European Government servants which have been erected at King's Park, just behind the existing block on Cox's Path, will be ready for occupation by the end of the current month. The buildings comprise six five-roomed houses.

We have been at some pains to try and get an idea of the music of the night in Kowloon, and have been

to secure certain figures from a source, in fact the only possible source, from whence reliable information could be obtained on this point (and it is not a Government source). Roughly, the total reaches about one thousand. This is the minimum figure. A more generous estimate would add another five hundred, but we prefer to be on the safe side.

In view of these facts, can Kowloonites be blamed for asking that they should have a representative on the Council to look after their needs? The present state of affairs has been going on for the past three or four years and yet we have only just got the promise of adequate measures for dealing with fire. Are we to wait another three or four years before we get a hospital?

We firmly believe that it is by pure chance we have even got our fire station. If the position of C. S. P. had not, luckily, been filled by a man of extraordinary energy and ability, Hongkong might have fiddled whilst Kowloon burned.

In all fairness, however, it must be said that our worthy C.S.P. has given tangible evidence that he is more or less alive to the condition of things in Kowloon. It cannot be denied that the Peninsula has been terribly neglected in many directions and this has no doubt been due to the ignorance of the officials of the rapid growth of the community on the mainland. The C.S.P. has taken the trouble to see for himself and the new Fire Station is one of the results of his inspections.

But one man cannot tackle the whole job, and think of everything. The C. S. P. has plenty to think about in connection with Hongkong and he wants somebody to help him do the thinking so far as Kowloon is concerned. That "somebody" is the representative we want on the Legislative Council.

"Church-goer" writes:—"I regret I cannot agree with the remarks of Robert McWhirter in connection with the refusal of the St. Andrew's Church Vestry to allow the Church Hall to be used for the purpose of holding a political meeting. I think any Church officials would adopt the same attitude. The argument that the Hall was presented to the public and not to any particular body (and I do not admit the accuracy of that statement) does not hold good. The Hall was undoubtedly intended as a gift to assist in Church work, not for holding public meetings of any kind. I am quite certain that the officials of Union Church would take the same stand as St. Andrew's Church have done, and I should imagine that if there were a hall attached to St. John's Cathedral, any suggestion that it

KOWLOON MEETING.

USE OF MASONIC HALL REFUSED.

With regard to the movement for holding a public meeting of Kowloon residents on the subject of the representation of Kowloon on the Legislative Council, we hear that the application made for the use of the Masonic Hall, Kowloon, for the purpose has been refused, on the ground that a clause in the lease prevents the use of the Hall for any other than Masonic purposes.

We understand that an effort will now most likely be made to secure the use of a room in the City Hall, in which event the meeting will probably be confined to Kowloon residents.

DAY BY DAY.

Trade Enquiry List No. 123, issued by the American Consulate General, Hongkong, shows that American concerns are seeking Hongkong connections in never-skid tires, typewriter ribbons and carbon paper, kerosene, gasoline, lubricating oils and cup greases; inks, stationery and paste; match making machinery; pianos; mirrors and plate glass; railroad signaling and interlocking; food products; general representation; wood products; cotton; cereals; oils; greases, etc.

should be used for the purpose referred to, would create a furor amongst Church-goers. I think it a pity the suggestion was ever made."

There has been another outbreak of "barracking" amongst the ricksha coolies outside the Star Ferry Wharf and the awful muddle that takes place when the evening ferries bring across the workers from Hongkong is appalling. One gentleman, the other day, nearly had his eye poked out by the shaft of a ricksha. It is necessary to point out again to the authorities that the place where regulation is most needed is immediately outside the landing stage. A Chinese coolie standing running up and down the length of the shelter with a stick only make confusion worse confounded. One would think that the ricksha proprietors would take a little more trouble in the matter themselves. One morning they will wake up to find that they have to meet a heavy claim for damages from a person who has lost the sight of an eye or something of that sort.



From the "Daily Mail."

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s/11-16d.

THE WEATHER.

Forecast.—Fine. Barometer—29.95. Temperature 2 p.m.—81. Humidity 2 p.m.—45.

SLANDER ACTION.

JUDGMENT RESERVED.

The hearing of the case in which A. d'a Souza, of Messrs. Hastings, Hodge and Co., claims \$1,000 damages for slander from Chan Puk-king, comptroller of the same firm, was resumed this morning before Mr. Justice Melbourne.

Yeung Ngai-hing, a share-broker, stated in the witness box, in reply to Mr. Davidson, that he was acquainted with the parties in the action. He was in the comptroller's office of Messrs. Hastings and Hodge on a date early in August. On about the 1st or 2nd of August he went to the office to ask for ricksha money. Ah Kau came in for payment. The comptroller asked for commission. Ah Kau replied that he could not give it as someone in the office instructed him to make out the bill different to the original bill. If he gave commission he would lose money. That was all that passed. He did not know whether Ah Kau was paid or not.

By Mr. Lo.—He was standing by the comptroller's desk. Two other men were present. He did not see plaintiff enter the room. Ah Kau came in for his money. He did not notice an account book in Ah Kau's hand. He was a disinterested witness. He remembered going to Ah Kau's house with the comptroller to discuss the case. He advised them, as friends, to settle the case.

Mr. Lo.—Yes. So much for your disinterestedness!

By Mr. Davidson.—He took no part in the discussion between the comptroller and Ah Kau. Cheng Lok-u, a clerk in Hastings, Hodge, and Co., employed in the comptroller's department, said he knew Ah Kau when the latter came for his money, not before. He asked Ah Kau to pay commission, but it was refused. The comptroller asked the reason commission was refused. Ah Kau then replied that if he were asked to pay commission a rain he would lose money. The comptroller, seeing that Ah Kau would lose, and as the one per cent commission was so small, gave Ah Kau the cheque. Ah Kau said the original bill was not such as he was instructed to make it out afterwards by somebody in the office.

By Mr. Lo.—Ah Kau did not say to witness that the price of the flags had been cut down. The comptroller did not ask Ah Kau to explain what he meant by his statement in connection with the alteration of the bill. He did not hear Ah Kau tell the comptroller that the contract was made on condition that the price should be net and that nothing should be deducted.

Mr. Lo.—Ah Kau has stated that from the witness box. Witness.—I did not hear him say it in the comptroller's office. Addressing the Court, Mr. Davidson said he took the position that the innuendo was too wide and therefore plaintiff's case must fail. His Lordship had to decide whether the defendant had invented the story. He submitted that the evidence was inadequate to support that.

Mr. Lo said he rather thought that Mr. Hodge had not "played cricket" in the manner he had acted and in his expressed opinion of plaintiff. Was it fair to say, to plaintiff, "You have been playing a trick on me?"

NOTICES.

THE RED HAND COMPOSITIONS LIMITED, LONDON.

Contractors to the Admiralty, India Office, War Office.
Crown Agents for the Colonies, &c.

"THE RED HAND BRAND."

Antifouling Compositions for Ships' Bottoms.
Antisive Paints, Ready mixed, for all purposes.

Supplies available from:

DODWELL & CO. LTD.
SOLE AGENTS.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment—
Principal features: Small Premium, Liberal Surrender Value,
No Medical Examination, Return of Premium in the Event of
Death, and Numerous Options at the Age of 25.
WRITE FOR PAMPHLET AND FULL PARTICULARS TO
DODWELL & CO. LTD. Agents.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

ESTABLISHED 1883.
MANUFACTURERS OF

PURE MANILA ROPE

3 STRAND
1 1/2 to 1 3/4
CIRCUMFERENCE

CABLE LAD
5 to 15
CIRCUMFERENCE

4 STRAND
3 to 10
CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application.
SHEWAN TOMES & CO. General Managers.

OWING to the present high rate of EXCHANGE we are now offering our KODAKS and FILMS at very lowest possible prices. Inspection cordially invited.

A. TACK & CO.
20, Des Voeux Road, Cui.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.

General Managers.

Hongkong, 16th August, 1914.

HONGKONG JAPANESE MASSAGE ASSOCIATION.

Mr. U. SUGA Mr. A. SUGA
Mr. L. HONDA Mr. S. HONDA
8 Queen's Road Central,
Hongkong.

METALS

of all kinds, especially for ship-building and engineering works. Largest and best assorted stock in the Colony.

SINCON & CO.,
(Established A. D. 1880.)
HING LUNG ST. Phone 515

MEE CHEUNG PHOTOGRAPHER.

FOR ARTISTIC PHOTOGRAPHS CALL AT ICE HOUSE STREET OR RING UP 1013.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

ESTABLISHED 1883.
MANUFACTURERS OF
PURE MANILA ROPE

By Appointment



To the Royal Household Jeyes' Disinfectants

Sole Agents

ALEX. ROSS & CO.

Sold by all Leading Stores.

THE METROPOLIS OF THE WORLD.

NEW YORK COMPETING HARD WITH LONDON.

Mr. F. A. McKenzie writes:—Five years ago there were two world capitals, Paris, the artistic, and London, the commercial and financial headquarters, Paris, despite the stress of war, retains her ancient place. There is none to dispute it. Out London must look to her laurels. New York has grown to her stature. To-day New York is nearing London in population; the two cities are running a neck-and-neck race for supremacy in world shipping; and New York has ousted London from her place as the centre of world wealth.

The war strengthened New York and drained the resources of London. The North Sea, the gateway of the Thames, was closed by mine, submarine, and raiding destroyers, while Ambrose Channel remained open. London, long the richest city in the world, pawned her securities, which for centuries had brought tribute from the ends of the earth, by the billion, to pay for gold and goods for England and her allies; most of these securities were absorbed by New York.

All the world had to come to America for manufactured goods. In other words, all the world had to come to New York, for nearly one-half of America's foreign trade goes through this port. The elaborate machinery for world commerce which London merchants had built up by centuries of enterprise, from the days when Elizabethan venturers sent their expeditions to Barbary, the Caribbean and around the Cape to the Indies, rusted. There was no time to manufacture goods, and no ships to spare to carry even what there were. A man cannot tend the counter when the burglar has his hand on his throat. The young Englishmen who held watch and ward for London in the outlands of the world took the first boats back home to don khaki when war was declared. In August, 1914, Napoleon sneered at the Britisher as a shopkeeper; but shop-keeping counted very small then.

SACRIFICED FOR VICTORY. London emerged from the war not ruined—not by any manner of means—but impoverished. Over a hundred thousand young Londoners had lost their lives, at least an equal number were permanently stricken. Everything had been sacrificed for victory. There had been no time to mend the streets, to paint the houses, to build needed homes. Men were wearied caught up in the inevitable reaction that follows a tremendous and long-continued strain. The gold had gone from the bank coffers; the securities had been depleted; happily credit remained, and character strengthened by war. New York emerged scarier showing a scratch, stronger, richer, more populous, and more powerful than ever in her history.

To-day we are witnessing the slow, steady revival of London, and the efforts of New York to employ her new strength and power to best advantage. In these first months of peace New York finds her position as advantageous as in the days of war. For many months to come the world at large must turn to her for aid. But soon we will see a renewed London stretching itself forth again.

And if war cost London much, it gave it much also. It proved that generations of commerce had not robbed a people of their soul, and it gave the British people a new incentive for social reform more drastic than once seemed possible. New York and London are both concerned with the prosperity of each other. If by some strange freak of nature New York were wiped off the map to-morrow, London would go bankrupt, and vice versa. The two are partners rather than

rivals, but partners conducting different branches, and each determined to show the other what he can do.

No two cities could well present a greater contrast. Manhattan is an island of rock bordering on a bay opening into the Atlantic; London is an inland valley of sand and clay. New York proclaims its majesty and wealth to every visitor by its titanic skyline, that seems as though it would storm the very heavens. London conceals its wealth behind shabby exteriors of low elevation. London is scattered over a wide area, covering 669 square miles; the majority of the population of New York is crowded on three dozen square miles. New York overwhelms one with its evidences of power and of human accomplishment; London at first often disappoints, but its charm grows the more one knows it.

A LOVER OF THE IMMENSE.

New York loves the immense. Its foremost building—one which generations to come will count among the great monuments of all ages—is 792 feet 1 inch high. Please do not overlook the one inch. London will not permit private houses or offices to be more than a hundred feet high. New York's main railroad depots are palaces of marble, titanic in size, and more splendid than the palaces of ancient Kings. Charing Cross London, the gateway of the world, is a modest, unassuming, and comparatively small building. New York, having completed a hotel of 2,300 rooms, now contemplates another with 2,500. The costliest hotel in London, in which five Kings and ruling Prince once lived apart from each other at the same time, boasts less than 300 rooms.

INHERITED DESTITUTION.

Each capital has its own special problems. That of London is inherited destitution, the existence of a large class born in poverty, bred with the aid of charity, marrying on nothing, living in slums and with little hope, save in exceptional cases, of emerging. The war has done more to galvanize the very poor of London into new life and give them new hope than have five hundred years of charity. The large areas of very poor in London have for generations repelled friendly stranger, appalled the sympathetic, overwhelmed the social reformer. If war has brought them betterment the war will, in the end, be London's gain, not London's loss.

New York presents no such spectacle. I have walked through miles of east side streets in the summer of 1919, and have not yet seen a really ragged or hungry child. I do not say that they do not exist, but I have not yet found them, and I am accustomed to hunt out poverty in its lair. You can, if you will, find one picturesque beggar woman on the stone steps of a Fifth Avenue church. She is an artist in her line. There are one or two other beggars scattered about. A few old men are to be found around the one-cent coffee-stand outside the Tombs or lounging on the seats in City Hall Park. But poverty is not the problem of New York. The problem here rather is to secure stability in local administration, to suppress concealed corruption in public affairs, and to assimilate the enormous number of foreigners who have made New York their home.

THE UNASSIMILATED FOREIGNER.

Italians and Syrians, Greeks and Poles, Slovenes, Galicians, Ruthenians, Russians, and Czechs, with the Jew from all these nations, form communities of their own here. Many of them never learn the American tongue. They have their own methods, their own churches, community houses, and revolutionary groups, and reading their own newspapers, and clinging to their own ideals. If ever New York City is caught in the new world revolt, it will be the un-

assimilated foreigners who will do it. In addition to this there is the problem of an older race, now taking more insistent form. New York has great and growing negro colonies. The old negro colonies, in Fifty-ninth Street and in Sixty-second-Sixty-sixth Streets, have a still bigger offshoot away uptown, between 126th and 140th Streets, East, where there is a real negro city within a city. The war came to the negro as the message of a new era. He is awakening, as never before; whether for good or ill the next three years will show.

London still leads in population, but the difference is diminishing every year. Some statisticians, comparing Greater London with an imaginary area called metropolitan New York, assert that New York is now ahead. Metropolitan New York embraces all urban districts within ten miles of Greater New York. To make this comparison fair we would have to add the population for ten miles around Greater London to the British capital. Let us confine ourselves to the real areas of both places.

Sixty years ago, what is now Greater London numbered 3,000,000. The proportion was three to one. In the forty years that followed London doubled and New York trebled its population, making the proportion two to one. Fifteen years ago there were ten persons in New York for every seventeen in London. In 1911 there were eleven in New York to sixteen in London. To-day there are four in New York to five in London.

TWIN WONDER CITIES.

I estimate that New York and London will tie in population in the year 1932, when each will have about 8,000,000 inhabitants, the twin wonder cities of the world. It is fair to assume that New York will continue to grow at her present rate. The growth of London will not be quite so fast as before the war, because of the heavy losses of population there. The only thing that is likely to put any check on the growth of New York is the congestion now prevailing. More trade is seeking to come to New York than New York can take. Waiting ships cannot find dock room, and there is no spare warehouse accommodation for cargoes. Houses are so scarce that landlords are in many cases raising rents 50 per cent, as leases come to an end. If the present tenants grumble, there are plenty more waiting. Men search for weeks for offices downtown without finding what they want. The value of land has reached an almost incredible figure, and this figure has been reflected in rents. Land around Wall Street has sold at the rate of \$20,000,000 an acre.

So long as people are resolved to come in they somehow make room for themselves; and with readjustment New York can accommodate many more. The time is coming when hotels in region of Times Square and Forty-second Street will be turned into office buildings, and when the real social centre of New York will start at the Plaza and Columbus Avenue and go upward.

LONDON'S ADVANTAGE IN TRADE.

London has an advantage over New York as a shipping centre. It is a free port, where the goods of the world can be received to await their ultimate market.

Take, for example, the case of a merchant who wishes to despatch a shipload of goods to Buenos Aires. There must be an assembling point for these goods. If he tries to assemble them in New York, he at once comes up against the stringent requirements of the customs. London encourages this trade. One ship from Kobe will bring silk, a ship from Cadiz wines, another from Philadelphia shoes or cottons. These loads can wait in the London docks until the ship from Buenos Aires is ready, with a minimum of trouble.

PIANOS FOR HIRE

\$10 per month

THE ROBINSON PIANO CO. LTD.

DRAGON MOTOR CAR CO.

HEAD OFFICE & GARAGE—24 & 25 DES VOEUX RD., CEN.

BRANCHES 117 PRATA EAST & 26 NATHAN RD., KOWLOON.

SOLE AGENTS FOR:

"CHANDLER," "HUDSON," "OVERLAND"

AND

ELGIN MOTOR CARS

HARLEY DAVIDSON MOTOR CYCLES

AGENTS FOR STERLING TYRES

NEW CARS & TYRES IN STOCK

TEL. 482. BEST CARS IN THE COLONY TEL. 482. FOR HIRE.

THE SIAM INDUSTRIES SYNDICATE

TOILET AND WASHING SOAP

Samples & Prices on Application to

FOOK LEE & CO.

Phone 1174 & 1950.

Sole Agents.

London as a free port has become the warehouse of the world. The merchants of Manhattan want New York to be the same. Great organizations are at work to induce Congress to establish a free zone. A prominent advocate of the plan admitted gloomily to me not long ago that one of the main obstacles was the difficulty of convincing politicians that no attack on protection was intended. They would think that a free port was in some ways connected with free trade!

Despite all drawbacks, New York is running a neck-and-neck race with London for shipping prominence. Immediately before the war there was only a difference of 5 per cent in the favour of London in the value of cargoes handled in the two ports while the net registered tonnage of shipping entering and leaving New York much exceeded London. The British capital, unlike New York, only handles a small proportion of British export trade, not more than about 12 per cent.

New York will soon have to share her world trade more and more with other ports. Her proportion is now declining all the time. Philadelphia to-day has all the freight she can handle. Boston will become a more and more powerful rival. The ports of the South will, in the near future, take much that comes to New York to-day. But American foreign trade is growing so fast that New York Port must grow with it. The only question is how far the authorities will make it possible for the growing trade to continue to centre here.

THE FINANCIAL CENTRE.

When the Secretary of the Treasury recently spoke of New York as the financial centre of the world, some people expressed astonishment. Before the war that was London's undisputed claim. London had the money, London had the credit, and London held the hidden wires that control world finance.

To-day, while London still retains her machinery, she has to some extent lost the solid foundations of financial control.

Gold currency still nominally exists in England. The man who presents a Treasury note for a pound at the counter of the Bank of England can demand a golden sovereign for it. But London's reserve of gold was largely dissipated during the war. London the debtor has today to pay heavy interest to New York, in place of receiving tribute. America, and in this connection America means New York, has added thirty billions to her capital since 1911, and will add much more in the year ahead.

London finance has been badly hit, but is recovering. London still has credit. Britain is one of the premier gold-producing nations of the world. London has still many creditors, despite her debts, allies, and dominions on whom she squandered money during the war.

Will New York be able to alter the current of world habit and change the financial centre from London to herself? Wall Street and the Treasury answer confidently. Yes. Lombard Street says little, but is stretching out afresh, is amalgamating rival interests, and is on the road to recovery.

WORLD OF HIGH FINANCE.

It may be that the great fight for supremacy will be fought by New York and London in the world of higher finance. As New York centralises the financial control of America, so London centres the financial interests of the British Empire and her dependents. But what I have seen of the financiers makes me believe that they never fight when they can amalgamate, and the future will see, even more than the past, the union and fusion of Wall Street and Lombard Street.

London and New York will reign as twin Queens, the one dominating in the East and the other in the West. They will find their ultimate ambitions in co-operation. Each has much to learn from the other. Each can aid the other. Between both there runs a feeling of friendship and alliance. They are in a sense rivals; they are in a fuller sense allies.

MOTOR-CYCLES OF THE FUTURE.

THE LUXURY MACHINE.

Just as there are two broad principles which govern the design of a motor-car, either to aim at excellence irrespective of cost or to aim at a low price with less regard to finish, so there are two similar policies in connection with motor-cycle production. Needless to say, finish per se and low price per se form the extremes of a scale somewhere along which each manufacturer will select a position which, to his idea, represents the best compromise; and it is, perhaps, only natural that the great majority of makers tend rather to cluster around the mid-point of the scale, so that their products differ greatly neither in finish nor in value for money. In the car market there is an almost innumerable variety of vehicles, the designers of which have sought to unite in them something of Rolls-Royce elegance and something of sterner economy.

But what of the Rolls-Royce of motor-cycles? Can anything be done at this end of the scales? Singularly enough the only serious attempt which appears to have been made comes from America, in the form of a powerful four-cylinder machine notably complete in its specification and of undeniably luxurious running. This is a manifest reversal of the usual order of things, but the case of this particular make is by no means exceptional, for it may be said without exaggeration that most of the American motor-cycle firms, or at all events those which are sufficiently big to be represented in this country, aim at luxury regardless of price to a far greater extent than does the British manufacturer. The latter, it almost seems, has insufficient confidence in the future of the motor-cycle to embark upon the Rolls-Royce policy, although he is actually better equipped for carrying it out than his transatlantic competitor. He appears to be unable to throw himself clear of the idea that the two-wheeler is a sort of stepping-stone, and has no economic independence of its own. He is dreadfully afraid that a very high price, even though it may be justified by all-round excellence in the specification, would be inclined to drive his customers into buying cars, and that people use motor-cycles only because they are a cheap form of locomotion.

This is very nearly a complete fallacy. Without doubt the introduction of an efficient £100 car at the present time would divert a large number of orders from motor-cycle makers whose machines are listed at about that figure, but there would still be left a tremendous demand for motor-cycles: simple because they are motor-cycles. Price has little or nothing to do with the enthusiasm with which the two-wheeler is associated and if every existing motor-cyclist were bequeathed a fortune to-morrow, it is quite safe to say 75 per cent of them would remain motor-cyclists, though they might purchase cars as a supplement to their favourite mount. It is equally safe to say that the bulk of motor-cycle makers would agree to this proposition if it were put to them, for they are well aware that they sell to the wealthy no less than to these of limited income. It is consequently difficult to understand why the out-and-out luxury machine has not received more attention.

Mass production of mediocrity is not the only safe commercial policy, for there are still a vast number of people who will buy the best of everything. A motor-cycle designed for solo or sidecar work with a specification which includes a four-cylinder "aluminium" engine, preferably water-cooled, with overhead valves, completely enclosed transmission, four-speed gear box and clutch, efficiently sprung frame with quick detachable disc wheels, complete electric equipment of dynamo, batteries, lamps, and horn; really effective mud-guarding and weather protection so that the rider can wear ordinary clothes; speedometer and other instruments properly incorporated in the design, would, providing it cost about £150, as a solo mount, be bought, not in tens, but in thousands, and for some years would be immune from competition from the bulk-output machine.

That this sort of motor-cycle will be produced some day in the near future is more than probable; it is quite certain. Only one hopes that Great Britain will be the country of origin.

NOTICES

MOUTRIE PIANOS

COMBINE ALL THE ESSENTIALS

That go to make up an ideal instrument for this Climate. By continued

EXCELLENCE

of Manufacture, they have retained a reputation for Solidity of CONSTRUCTION.

GUARANTEED FOR FIVE YEARS.

Prices from \$425.00

Easy Payments can be arranged

S. MOUTRIE & Co. Ltd.

MAKE YOUR SIGHT NORMAL AND YOUR HEALTH WILL BE IMPROVED.

N. LAZAUS,
OPHTHALMIC OPTICIAN,
25, Queen's Road Central, HONGKONG.
Prescriptions accurately filled

TURKISH PRISON HORRORS.

APPALLING CONDITIONS.

The terrible conditions recently prevailing in Turkish prisons, where many Armenian and other Christian prisoners were confined, are revealed in a series of reports by British officers, issued as a White Paper. These unhappy beings were subjected to barbarous treatment—herded together in filthy rooms, without beds or sufficient clothing, kept on a starvation diet, and condemned, in many cases, to a lingering death. Happily the energetic intervention of the British and other Allied authorities gradually brought about a more tolerable state of things. From time to time the release was secured of numbers of prisoners, and on June 3 last, Vice-Admiral Sir A. Calthorpe informed Earl Curzon that the Ottoman Government had passed an amnesty law, providing for the release of all the remaining prisoners except those already condemned or awaiting trial for political offences, or for murder or one of two, or three other crimes.

What the prisoners had to endure is set out in a report by Commander C. E. Heathcote-Smith, R.N.V.R., who visited the central prisons in Stambul on Dec. 7 last. Appended are extracts:

The prison consists partly of a series of big, ill-lighted, wooden-floored rooms, used as ordinary wards and as sick wards, partly of small rooms where those that have money are housed, and partly of earth-floored vaults. Apart from the vermin-ridden beds in the sick wards, there is no prison bedding anywhere else, and all sleep on the wooden floors. The prison today is said to contain 290 prisoners "in good health," seventy-seven in the sick wards, and thirty-three in the women's ward. No clothing is issued; facilities for washing are given once every three to four months, and the floors are cleaned about as often. The nominal food ration is 6oz of inferior bread daily and 3oz of bulgur, a native soup of coarse wheat-meal. The prison officials, however, often leave the prisoners without either the bread or soup for a day or more at a time. No one in the prison had tasted food for the previous twenty-four hours, and when I asked them if they had enough to eat, temporary pandemonium

reigned, as they collected round the prison director, Hussein Fuad, screaming out: "He steals our food; it is he who sells our rations, and now when you have left he will have us beaten."

These prisoners, whom the State is bound to feed, clothe, and care for, were merely a mob of half-naked, lousy human beings with shrunken, wasted bodies and ravenous eyes, gradually dying of starvation, cold and disease brought on by neglect. To condemn a man to a long term of imprisonment here is to condemn him to a lingering death. On an average in the past months some three to four died weekly of their starvation and ill-treatment regime. Time after time, as Englishmen who have been in their goals can testify, when protests are made against the famine diet, the officials reply, "May you all die; that will mean so many less for our country to feed."

In the women's wards, where the same conditions of frightfulness prevail, one room, to which all the rest have access, contains a bad case of typhus and several other neglected sick women. This room has only one bed; thirty-two women died in the past two and a half months. There are several women with their babies of a few months old in the prison. They, too, live under the same starvation conditions. The beating of prisoners is a common occurrence.

SQUALOR, DISEASE, AND DEATH.

In January Rear-Admiral Webb visited the house of detention at Stambul (where men were confined while awaiting trial), and here the conditions were, if possible, worse than in the central prisons.

In an old tumbled-down building, with a small, ill-paved courtyard, I found imprisoned 186 Moslem and Christian Ottoman subjects. In two big rooms on the ground floor nearly all the boards of the flooring had been torn up by the prisoners for firewood, as also had some of the supports of the staircase leading to the upper storeys. On the ground, which had been laid bare by the removal of the boards, was an indescribable collection of excrement and filthy cast-off rags of prisoners, the whole being a breeding-place for vermin of all kinds. The prisoners were lying about on boards, and sometimes even on the bare earth, and none of these had any covering other than the filthy rags which still clung round them. The squalor

Prepaid Advertisements.

ONE CENT PER WORD FOR EACH INSERTION.

Advertisements not prepaid shall be charged at the rate of two cents per word.

WANTED.

WANTED—Expert Chinese Stenographer & Typist. State Previous Experience and Terms Required to Box No. 243 c/o Hongkong Telegraph.

FOR SALE.

FOR SALE—Indian Motor Cycle & Sidecar complete with hood etc. 1917 Electric Power Plus Model. Apply Box 240 c/o Hongkong Telegraph.

TO BE LET.

TO BE LET—Flats in Ewo Mess, No. 8 The Peak for 6 months from 1st November next. For further particulars Apply to Jardine, Matheson & Co., Ltd.

TO BE LET.

TO BE LET—On Cheung Chau Island from November or December next, for 9 or 12 months a fully furnished bungalow containing 4 good bedrooms, 2 smaller ones, 4 bathrooms, sitting room, Dining room, pantry and 2 smaller offices. Kitchen and outhouses. Suitable for two small families if desired. Excellent situation for children. Moderate rent to suitable tenant. Apply Box 243 c/o Hongkong Telegraph.

THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: Nos. 47 & 48 Connaught Road Central, Hongkong. Tel. No. 1239 & 2230.



We have now a large stock of fresh and superior Macaroni, Paste, Spaghetti, and all kinds of Soup stuffs, all produced from Flour of Best Quality, sold at very reasonable prices.

Large quantities have been exported to various important cities in the World.

Terms moderate, especially for Agencies. Orders executed promptly.

Inspection and Enquiries are cordially solicited.

CADBURY'S CHOCOLATES

COLONIAL DISPENSARY

14, Queen's Road Central

Telephone No. 1877.

UNIVERSAL IMPORT & EXPORT CO.,

GENERAL COMMISSION AGENTS.

行洋森寶
(Hotel Mansions, Top Floor)
P. O. BOX 348.

Telephone Address:
"UNIMP," K. O. Y. HONGKONG.
"MONTBAU," PARIS, FRANCE.

"VIRGY" TYPEWRITER

Ideal for travellers. A machine that you can always have in your pocket. Given away at \$18.00 and \$20.00 each. Now exhibited at "The Victoria Printing Press."

Distributed by U. I. & E. Co.

and filth of these dens, the indescribable stench arising from them, the gloom, even at midday, relieved by tiny windows high up near the ceiling, and the total lack of ventilation—all these features formed a scene which I am not likely to forget.

Of the miserable creatures lying or sitting about on the ground and floors, subsequent medical examination showed that between 80 and 90 per cent were suffering from scabies. Quite a number have become consumptive through starvation and malnutrition, and many forms of illness were raging among them. There was not even a pretence of their being given any medical attention. Their diet, which consisted of a very coarse and indigestible bread, is augmented once daily by a cupful of so-called soup, so repulsive in taste and smell that even the prisoners in their ravenous hunger often turned away from it in disgust. I smelt it, and the stench was overpowering; to taste it was impossible.

The sanitary arrangements, or rather the lack thereof, are best left to the imagination. Baths were of course, practically an unknown quantity, and even drinking water was so stunted that they clamoured loudly to be given some. The upstairs rooms were some few degrees less horrible, inasmuch as the floors were intact, but even here this mob of rotting, ragged, tattered devils were living under appalling conditions. The authorities seem to have no concern as to sending the sick prisoners at this place to any hospital. Lying behind the door of one of these noisome dens I saw a man in a peculiar attitude, and it only required a second glance to see that he was dying, probably from typhus. In a dark corner in the same room were four forms; two of these just able to move, while the others showed no signs of life. It is not difficult to conjecture their condition.

What made the horror of these places even worse was that all were still awaiting trial.

Subsequently Vice-Admiral Webb visited the central prisons. Of the hospital he wrote:

There were some sixty beds, with mattresses literally crawling with vermin, on which were lying emaciated shrunken forms covered from head to foot with sores and mange; in several cases two unhappy creatures were placed in the same bed. The Turkish doctor, who came in while I was there—a smug and oleaginous person—informed me that he was really sorry for his patients, but that he had no funds to supply either decent food, medicine, bed-clothing, or even soap. The strained, anxious looks on the faces of the inmates of this horrible place was pathetic in the extreme, and the joy of the Armenians and Greeks whose removal I at once ordered, was somewhat overwhelming, which is hardly to be wondered at.

As the result of this visit the Turkish Government authorised the inspection of the sick by British medical officers, and the removal of many sufferers was secured. Admiral Calthorpe reported, however, that the whole system was so honeycombed with bribery and corruption that it was hopeless to expect any real improvement; while the Turks remained their own masters.

Colonel W. H. S. Nickerson, president of the International Allied Sanitary Commission, who inspected the prisons on Feb. 5, described the house of detention as "a plague spot and an offence against humanity," and advocated its utter destruction.

Continued pressure by the Allied authorities compelled the Turkish Government to abate these crying abuses. By April the notorious house of detention had been closed, and Admiral Calthorpe was able to report that the prison problem in Constantinople had temporarily ceased to be acute.

NOTICES

FOOD PRICES

SPECIAL OFFER FOR

ONE WEEK ONLY

HIGH CLASS CANNED GOODS

THE FOLLOWING BARGAINS ARE OBTAINABLE FOR ONE WEEK ONLY.

American Lunch Tongues...	per tin 75 cents.
Australian Ox Tongues...	\$1.95c. \$2, \$3 each.
Rabbit in Jelly, Liver & Bacon,	
Canadian Baked Dinner	per tin 40 cents.
Kipperd Herring, American...	" " 38 "
Fresh	" " 40 "
Booth's Herring in Tomato	" " 30 "
Primrose Fresh Herring, tall tin	" " 25 "
Primrose Fresh Herring flat	" " 30 "
Concentrated Soup Powder 1lb. tin	" " 35 "
Chicken Soup, Royal Taste Brand	" " 20 "
Cambridge Sausages, New Zealand	" " 50 "
Bologna Sausage, American	" " 55 "
Pork and Beans, 20 ounce tin	" " 37 "

AND NUMEROUS OTHER ITEMS.

THE ABOVE PRICES DEFY COMPETITION. ALL GOODS ARE GUARANTEED TO BE OF HIGH CLASS QUALITY.

LANE, CRAWFORD & CO.

SPARKLING MINERAL WATER.

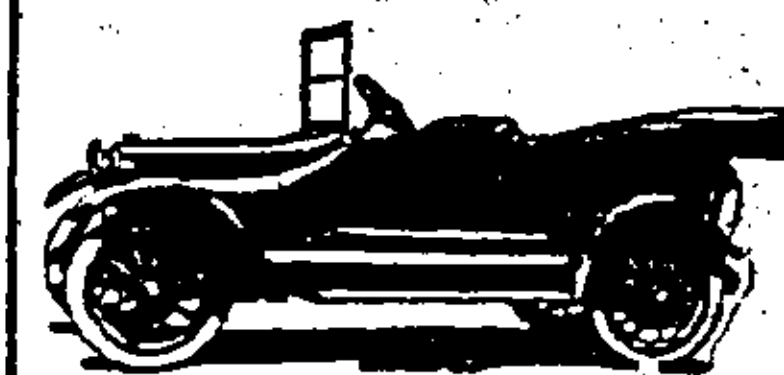
Pyer's

(REGISTERED).

AN EXACT REPRODUCTION OF A WELL-KNOWN SPA AT HALF THE PRICE. BLENDS PERFECTLY WITH SPIRITS, ESPECIALLY WHISKY.

A. S. WATSON & CO., LTD.

ERATED WATER MANUFACTURERS.
TELEPHONE 436.



STAR GARAGE.

Tel No. 3017.

49, Des Vœux Road Central HONGKONG.

New Cars on Hire & For Sale.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND HARDWARE MERCHANTS.

25, WING WOO ST. CENTRAL.
PHONE NO. 1116.

FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

We the UNDERSIGNED being General Agents for THE MOTOR UNION INSURANCE CO., LTD., are prepared to issue POLICIES against FIRE, MARINE, and MOTOR ACCIDENT risks at current rates.

Particulars from

UNION TRADING CO.

Prince's Building

THE WING ON CO., LTD.

HONGKONG.

MOST UP-TO-DATE AND CHEAPEST HOUSE IN HONGKONG.

PROMPT ATTENTION GIVEN TO ORDERS.

UNIVERSAL PROVIDERS.

POPULAR MUSIC.

5,000 Copies Received ex. a.s.

"DIL WARA"

PRICES: 25c. TO 1.00c. EACH.

Fresh Stock of

ALHAMBRA CIGARS

RIINA VICTORIA
ESPECIALS
BELLEZAS
EXCELENTES.

A. S. WATSON & CO., LTD.,
CIGAR MERCHANTS.

Telephone No. 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)
The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

Single Copies, Daily, ten cents.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shameen, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 19, 1919.

THE POLITICAL CAMPAIGN.

In the minds of those who have been watching political developments at Home, there can be little doubt that everything at the present moment is tending towards the probability of a fairly early General Election. The Coalition Government has won the war, and it has made peace. It would be willing to "carry on" longer. But the electorate is once again becoming restless and evincing a desire for a change. So the various parties are drafting their several policies, domestic and otherwise, and political campaigning is beginning in real earnest. In British politics we have become quite accustomed to seeing one group of politicians returned to power with a tremendous majority, only to find that before long its existence as a Government is resented by the voters. It is the old story of the swing of the pendulum, and, judging by present indications, we are about to see the same process in operation once again.

A question of deep interest in this connection is whether the Coalition Government, headed by Mr. Lloyd George, will be able to face a fresh appeal to the country with any likelihood of its being again returned to power. We should doubt it. We say this, not because we under-value the services rendered to the Empire by the Premier, but because we believe that the country is wanting an Administration which will espouse clear-cut, unambiguous, disinterested ideas, and that it is unlikely to find that wish met by a mixed group of politicians whose very existence as a Government rests on compromise. The average elector likes an outspoken Member of Parliament, one who does not trim his sails to his political opponents, which is what most of the Coalition Ministers have been guilty of. It is for this reason that the extremist in politics usually cuts a more definite and prominent figure in political life than does the man of more moderate, balanced, and possibly saner views. And it is the same in regard to Parliaments and parties, which, after all, are only congregations of men, as it is with individuals. Mr. Lloyd George, we are told, is about to declare to the country the Coalition Government's agricultural programme. Well, we cannot believe, remembering the vested interests with which the Premier has become entangled in the Coalition, that that programme is likely to be so acceptable to the electorate as are the policies of, say, the Liberals and Labourites, who have no such interests to placate. It is the same also in regard to other large issues which are likely to be raised in the coming campaign. Besides, the Coalition's way of dealing with these matters is not likely to be such as to commend itself even to those who are frankly conservative in their outlook, since the Liberal element in the Government is bound to influence its general and specific outlooks. In other words, the Coalition is likely to fall between two stools; seeking to please all, it may satisfy none.

We may depend upon it that the fiscal question will loom large in the next Election. Once before, a General Election was fought on the issue, with results that are known to all. Here the Liberals and the Labourites will probably secure more popular support for their views than the semi-Protectionists will. They will have an effective election watchword in "Cheap Food," which will take a deal of combating. Mr. Asquith and his henchmen may be counted upon to make full use of this cry. As to the Labour Party, it is a very debatable point whether they can get sufficient votes to place them in power. They are not altogether a happy family, and we have already made mention of the fact that at the last Election the Labour and Socialist candidates failed to secure several million votes in working-class households. That may have been accounted for by the fact that most voters, irrespective of their political views, were disgusted of sending back the Coalition for the purpose of making peace. In that sense, the General Election was no real test of the feelings of the country. The next one, however, is likely to be fought on more definite issues, and to give us a clearer conception of what the country really wants.

NOTES & COMMENTS.

SOLDIER OR CIVILIAN?

Members of the Hongkong Defence Corps, and many others besides, will await with more than ordinary interest the result of the case in which a Malay States Volunteer has sought the assistance of the Court for an order to the effect that the Commandant of his Corps is bound to accept his resignation. We gave some details of the case yesterday, these showing that the Volunteer wished to resign because of health reasons, but that his request was refused on the grounds that the Corps was on active service, whereupon the Volunteer expressed his willingness to remain in the Corps if Army pay were conceded, this pay to be handed over to any charity which the Corps might care to choose. Now, there is an aspect of this case which has its bearing on Defence Corps service in Hongkong. The conditions here are admittedly not the same as those prevailing in the Malay States, as there is no doubt about the compulsory character of service here. But there is one point at which the two cases converge, and that is in regard to the status of men "on active service." The conclusion recently reached by our shrewd friend "Robt. MacWhirter"—that a man is either a soldier or he is not, and that, if he is, he is entitled to Army pay—seems unanswerable. How will the F.M.S. Magistrate view that point, we wonder?

THE TENNIS LEAGUE.

The Chinese Recreation Club has every reason to be satisfied with its doings in the Tennis League, whose season was wound up on Saturday by the champions defeating a selected team drawn from the remaining clubs of the League. Throughout the season the C.R.C. has shown a consistency and a high standard of play which demonstrate once again the skill of the Chinese in a game with which a few years back they were totally unacquainted. The Tennis League has been a big factor in maintaining interest in the game locally, besides which it has raised the standard of play all round. The Junior League has been extremely popular this year, thanks largely to the energy and enthusiasm shown by Mr. Mohler, and the form shown by the younger players has been surprisingly good. We regard this Division as of even more importance than the senior League, inasmuch as it is from the youths playing under its auspices that we must look for Hongkong's future players. The experience which these lads gain in League encounters is of the utmost value to them.

A SUGGESTED REFORM.

While it is true that the past season has been a successful one, that observation applies rather more to the top-most teams in the Senior Division and those Clubs who entered the Junior League. It is not true of the "B" Clubs who went into the competition in the belief that there would be "A" and "B" divisions in the Senior League. These latter could not hope to make any showing against the Colony's best players, and though they no doubt profited somewhat from the experience, the fact remains that they could only expect a monotonous series of defeats. It was hard lines on these teams to find that they were put in to two or three "A" Clubs, with one of whom the championship honours were bound to go. They had no option in the matter, either, the fixture list being drawn up on these lines without the "B" clubs being in any way consulted. If it so happens next season that there are not sufficient teams to form an "A" Division and the past season's method is followed again, we suggest that when an "A" team plays a "B" team the former should be placed under a handicap of owing a fixed number of games. This would add to the chances of the "B" teams and make the ties far more interesting all round. It might even give a "B" team the chance of coming out on top. The suggestion is one that has much to commend it, and we trust that next season it will be given the consideration it deserves.

LINER PASSENGER'S FLIGHT.

On the arrival of the Aquitania at Southampton recently Mrs. Leon Errol, a saloon passenger, wife of the well-known actor, in order to keep an engagement flew to London in an aeroplane piloted by Captain Hammerley, R.A.F., reaching London an hour and a half ahead of the other passengers. Among the passengers on the Aquitania were Prince Arge of Denmark, the Earl and Countess of Lindsey and Sir Herbert Rowell.

DAY BY DAY.

A LAUGH IS WORTH A HUNDRED GROANS IN ANY MARKET.

Yesterday's health return shows one fatal case of gastro-enteritis, the victim being a Chinese.

Mr. F. C. Clayton, of the Guaranty Trust Company, of New York, has joined the Asia Banking Corporation as Sub-Manager. He arrived here last week.

The Chinese Chamber of Commerce are on the quiet trying to obtain a suitable site for their new premises. They have been negotiating for sometime. It is rumoured that they are making a bid for a portion of the old Post Office building.

The Police have received a report from Noordin's at Beaconsfield Arcade, stating that between the hours of the 17th and 18th someone broke into the shop at the back. The thief broke open the safe and stole 30 sovereigns and two rupees, the total value amounting to \$3,033.

A Chinese boy was charged to-day with stealing a brass-bearing from Taikoo Dock. Defendant said that his father was very sick, and had sent him a letter asking for money, so he had to steal the thing to obtain money. Inspector Angus stated that defendant had stolen on his person to that effect. Mr. R. E. Lindsell sentenced the man to three weeks' hard labour.

Vice-Admiral W. L. Rodgers, Commander in Chief of the Asiatic Fleet of the United States Navy, arrived at Canton yesterday. The party will stay in Canton till Monday morning. To-day they will be shown the city, and to-morrow evening a banquet will be held in their honour at the Asia Hotel by the Chinese-American Association. American Consul and Mrs. Carl D. Meinhardt, will be hosts to an informal dinner in the party's honour on Sunday evening, at the American Consulate-General at Shameen.

Mr. Dawson, who opened the local branch of the Asia Banking Corporation, is leaving to-morrow for Shanghai, on his way back to New York. He is Vice-President of the whole organisation and has been at the opening of most of the branches in the Far East. The Manila branch was opened on the 15th instant. It was marked by a reception, all the Government officials at Manila and the Governor-General attending. It is expected to open the Canton branch on about October 1st. The Bank has now branches in Tientsin, Peking, Hankow, Manila and Hongkong. It is also opening one at Changchow, in North China, about the 1st of next month.

Messrs. Alex. Ross and Co., are shortly issuing a well-got-up catalogue which will reflect the greatest credit on this enterprising firm. It will contain a mine of information for the motorist and others. The issue of this catalogue will mark a new epoch in the local history of this house, for very soon it will go into its new and commodious premises, previously occupied by the Dragon Garage. From all appearances the new premises will be worthy of such a rapidly expanding business as that of Messrs. Alex. Ross and Co. The Kowloon branch is already a growing institution. Mr. D. K. Moss, the able manager, is certainly imbued with most up-to-date ideas.

The master of the steam launch Sui Yik was prosecuted this morning before Captain Basil Taylor, R.N., Marine Magistrate, with unlawfully carrying 113 passengers in excess of the number allowed by his license outside the local trade limits at 6 p.m. on the 8th instant. Police Constable R. C. Butler said he was on duty in No. 4 Police launch off Nanking on the 8th, at 6 p.m. He stopped the steam launch Sui Yik coming from the east to Hongkong, and with defendant counted 49 passengers on the upper deck and 146 on the lower. The launch was licensed to carry 82 passengers outside the local trade limits. After Mr. Gardner, addressed the Court, His Worship the defendant \$50.

ROBBIE'S LETTER.

TO HIS NEPHEW AT HOME.

Hongkong, Sept. 17, 1919.

Dear Alick,

Now, my lad, ye want to go dead easy on the hard luck line of talk that's been running through your last two or three letters. Aye mind that the world is divided into two classes; the Wishers and the Workers. As McGluskay once said, the wool-gatherers, the laxy-bones, the time-wasters and the day-dreamers, they all belong to the Wishers. Wi' a galvanometer ye couldn't find a trace o' will-power worth mentioning, but their wishin'-power is most awful. And as for the brain-stealers ye'll get them in every office. Ye're the folks that talk nicely to ye, soak in your ideas and then palm off their bright and clever suggestions as their own. Aye, there's a lot of that sort of thing going on. But ye don't want to throw any fits over it. Man, it's a compliment, a sign of your progress. Aye mind that a thin skin is as much handicap as a thick head.

But the brain-stealers are no' confined to your immediate vicinity; they're everywhere; they're here in Hongkong. Many a tai-pan to-day has mental larceny to thank for his entree into the Club, b's house at the Peak and his go 'at Fanling. If it hadn't been for that same thing, Macpherson would have been still doing a six hour watch out of the twenty four instead of wearing silk pyjamas and a self-satisfied smile. Lots of us take the credit of other folks' accomplishments by the same process as a lie can be acted though unspoken. The manager of a newspaper, through public ignorance, often wears an out-size in balloons on the strength of editorials he never sees. In turn, the newspapers themselves, as often as no', take credit for ideas and policies which first saw the light of day in the columns of their contemporaries. I've often heard it said that imitation was the sincerest form of flattery you could get. Well that may be, but there's some kinds of flattery that I've only one word for, and that is just plain theft—brain-stealing. The paper that gets things done often does so wi' borrowed thunder and a superfluity of italics.

But keep your end up, lad. If the brain-stealers are watching you it's a safe test of worth. Whatever your rivals do, patience will pull you through. Don't worry about their dirty tricks. . . . no, says I. Gligal is no' in Roxburghshire and, what's more forbye, says I, nasty-like, "sang froid" isn't the name o' a fancy fern, besides ye needna' crow so loud, for a man's no' beat till he's dead. Some men imagine they're the whole orchestra because they've got drums in their ears. Mac's like a lot more, he aye mistakes the last word for a clinching argument. That's the worst o' a brain that's aye running an obstacle race—it has too many ups and downs. It's the shallow brook that bubbles the loudest, mind I'm telling ye.

But as I was saying, Harston's a bonnie fighter. There's no much in his punch, but man, his foot-work is fine. There's no catching him. He's the devil and all for ducking under what you think will be your most telling blows. His simile of Jenny Geddes and the foot-stool was very apt, but there's no shame in being twitted as her descendant, for she it was, who, by clouting Dean Hanna's head that day, caused the famous riot from which sprang the formal protest against the foisting of English Episcopacy on the Scottish people.

It would indeed be foolish for me to take a lesson out the book of these "Scottish Seers" who stupidly over-ruled General Leslie's practical skill and knowledge on the hill before Dunbar in September 1650 and thus gave Cromwell the honour of inscribing "Dunbar Drove" on the credit side of England's military ledger. Aye, it was a disaster right enough; another instance of folks interfering in other folks' business. The early Protestantism of Scotland was a political as well as a religious force. It was an outburst of the democratic spirit against that of the rich churchman, the most obvious autocrat of his day. At the same time, mind ye, the new Protestantism was intelligently narrow, colourless to a degree, and crafty in its ways. In controversial matters, it is not putting it too strongly to say that they were a set of self-righteous Pharisees of their

Three mile lang prayers and half mile grace,
Wi' weel spread leaves and lang wry faces,
Who granted up a solemn lengthened gown,
As 'damned a' parties but their own.

Aye, at Gligal, but I mean Dunbar, they left the hill and sought the plain to theft "utter ultimate discomfiture". That's right. But in the present controversy, history for once, I hope, is not going to repeat itself. I'm going to stick closely to my points and my arguments and I think I've got Mr. Harston hemmed in between the hill of Free Trade and the sea of Protection. At the moment he's encamped between, trying all in his power to tempt me to emulate my forbears. To use a modern simile, and therefore perhaps more understandable, I suspect him of endeavouring to entice me into a by-lane of argument and then to sandbag me with facts that are not germane to the issue.

Mr. Harston says that "other nations rely on Tariffs. . . . as in the case of young nations which use the Tariff System to foster and protect their industries." Mill said the same thing. But he was wrong. The trouble is the difficulty of just exactly knowing when to define when a nation ceases to be "young." If a duty is considered necessary in order to assist an industry concerned in the production of a commodity peculiar to, and manufactured in, that country, then such an industry is protected; and Protection means Trusts and Monopolies. In other words, the people of that country pay more all round—for the stuff which they themselves produce and also the other commodities which come into the country.

Mr. Harston also states—
"The United States of America rely on a Protective Tariff, and seem to have flourished on it. They will probably be Great Britain's most potent Trade competitors in the future, and their competition, plus that of Germany and others, may cause Great Britain to find it necessary to alter her system of Free Trade as practised in the past."

Yes, the United States of America has flourished, but not because of her Protective Tariffs. It is because her industries are far more efficient than ours, thus enabling the American worker to produce more per worker per year. British industries lag behind American not only in mechanical output but but also in organisation. Production is thus cheapened, but not, mind ye, to Americans. It is true, as Mr. Harston says, that America will probably be Great Britain's greatest competitor in the future, but it is not the alteration of her system of Free Trade that is needed so much as the sweeping aside of her industrial inefficiency. The first year of the war glaringly disclosed our weakness in this respect.

Does a country's commercial prosperity depend on its fiscal policy and on that alone? In other words, would an ideal fiscal system necessarily ensure such prosperity? Mr. Harston by his reference to Spain and its Inquisition admits that other factors do play a big part, so you see that Protection or a Tariff System is not an absolutely reliable panacea for the commercial ills of any nation.

It is one thing to say that Germany captured British markets while we were adhering to our Free Trade System, but it is another thing to argue that she beat us commercially because of our adherence to that system.

I have before cited the example of two groups of merchants, British and German, trading in Hongkong with British goods on which there were no import, or export tariffs and in which the latter group were said to be capturing the business of the former group. If this is so, then it must prove that business methods and not discriminating tariffs were, in this instance, the determining factors. May not the same circumstance account for the "enormous" increase in Germany's trade?

No, sir, the tariff system alone cannot guarantee prosperity to a nation.
Now for another point and then I must finish for another week. The italics are mine.

Mr. Harston in one place says that Great Britain may find that she cannot do without tariffs, and in another place he says that American and German competition "may cause Great Britain to find it necessary to alter her system" of Free Trade. As practised in the past. In yet another spot he

HONGKONG DEFENCE CORPS.

Administrative Orders by Major J. H. W. Armstrong, V.D., Acting Administrative Commandant state—

STRENGTH.

No. 190 Land-Corpl. W. Lyle, Engineer Company, is permitted to resign, on leaving the Colony, 30th September, 1919.

ENGINEER ORDERS.

Orders for Engineer Company by Captain R. Hall state—
D. E. L. Instructional Classes.—Recruits will parade for D. E. L. instruction under R. E. Instructors at Belchers at 9 p.m. on Wednesday, 24th September. These classes are obligatory for all who have not passed for the "Proficient" (1/-) rating. Officer on duty: Lieut. W. Brown.
Those who wish to attend classes for higher ratings should send in their names to the C.Q. M.S. Engineer Company, H.K. D.C. Headquarters.

Pay.—Pay and Travelling Expenses for August will be issued at Engineer Company Office, H.K.D.C. Headquarters, between 5.15 and 5.45 p.m. on Tuesday, 23rd and Wednesday, 24th September.

INFANTRY ORDERS.

Orders for Infantry Battalion state—
Annual Musketry Course.
N. C. Os and men who wish to fire their Musketry Course at King's Park Range in the early morning, as was done last year, instead of in the afternoon are requested to send their names to the Adjutant.

"A" Company.
Sunday, 21st September.—8.30 a.m. No. 1 Platoon at King's Park Range. Annual Musketry Course, Part 2, Practices 5, 6, 7 and 12. Dress, Drill order with pouches.

Tuesday, 23rd September.—5.00 p.m. Nos. 1, 2, 3 and 4 Platoons (N.C.O.s and Men who have not fired these Practices) at King's Park Range. Annual Musketry Course, Part 3, Practices 13, 14 and 19. Dress, Drill order with pouches.

Friday, 26th September.—5.00 p.m. Nos. 1, 2, 3 and 4 Platoons (N.C.O.s and Men who have not fired these Practices) at King's Park Range. Annual Musketry Course, Part 3, Practices 15, 16, 17 and 18. Dress, Drill order with pouches.

Tuesday, 23rd September.—5.00 p.m. At King's Park Range. Annual Musketry Course, Part 3, Practices 13, 14 and 19. Dress, Drill order with pouches.

Friday, 26th September.—5.00 p.m. At King's Park Range. Annual Musketry Course, Part 3, Practices 15, 16, 17 and 18. Dress, Drill order with pouches.

Signalling Section.
Tuesday, 23rd September.—5.00 p.m. At King's Park Range. (N. C. Os and Men who have not fired these Practices) Annual Musketry Course, Part 3, Practices 13, 14 and 19. Dress, Drill order with pouches.

Friday, 26th September.—5.00 p.m. At King's Park Range (N. C. Os and Men who have not fired these Practices) Annual Musketry Course, Part 3, Practices 15, 16, 17 and 18. Dress, Drill order with pouches.

"D" Company.
N. C. Os and men will return their Arms and Ammunition to store, but those who wish to retain their Arms for practice may do so with the permission of their unit Commander.

CADET ORDERS.

Orders for Cadet Company by Lieut. A. O. Brawn state—
M. C. L. Bazaar.—The Cadet Corps will be required to furnish a guard of honour to His Excellency the Governor, and will be also detailed to other duties in connection with the Bazaar.

Annual Swimming Sports.—On account of the V.K.C. Sports, the Cadet Sports will be postponed to October 11th. The O.C. would welcome donations to the Prize Fund.

Parade.—Bathing.—Launch will leave Blaka Pier on Wednesday, 24th September, at 5.00 p.m. and call at Kowloon 10 minutes later.

says "I consider that the freedom of the port (of Hongkong) should not be interfered with, save where absolutely necessary."

Mr. Harston seems to have considerable doubt in his mind, but I do not despair. I think he would be very reluctant to say "good-bye" to Free Trade.

But let us get down to facts. Does Mr. Harston consider that it is now necessary either for the Empire or Hongkong or both to effect a change of fiscal policy, or is he content to go on swimming with such as Mr. Harston always life?

NOTICE

YEE SANG FAT CO.

JUST ARRIVED

SMART

High Grade

BOOT & SHOES

in Black

Patent Leather

Leather or

Neolin Soles

Price \$11.50 & \$15.00

a pair.

Dr. Sawyer

Comfortable Cushion Shoes

\$16.00 to \$17.50 a pair.

YEE SANG FAT CO.,

Queen's Road, & D'Aguilar Street.

TELEPHONE 1355.

AMERICAN CHAMBER OF COMMERCE.

AGITATION TO HAVE ONE FOR HONGKONG.

("Hongkong Telegraph" Special.)

With a rapidly increasing American community in Hongkong and American mercantile houses growing up here like mushrooms, it is hardly surprising that these enterprising people should stir themselves up with the object of establishing a Chamber of Commerce of their own. Interest in this and in the question of an American Club had been engendered for some time, but although nothing tangible has resulted, the American community is sanguine that these two things will become fact in the course of time.

Last week there was an informal meeting in the offices of Mr. George Anderson, Consul General for the United States of America, on the subject of establishing an American Chamber of Commerce in Hongkong. When interviewed by us on the subject, Mr. Anderson said: "There has been some talk of establishing a Chamber of Commerce, but the whole matter is in the air. There was an informal meeting two weeks ago. Some of the members of the community thought that we ought to establish a Chamber of Commerce, and some that we ought not. The matter is now held in abeyance. It may be taken up later on, or it may not. There is nothing to be said about it. It is in a very inchoate state. Personally, I do not think anything will be done for six or eight months. What they talk of doing is organising a Chamber of Commerce similar in scope to the Chinese Chamber of Commerce, and at the same time to co-operate with similar organisations in Shanghai and in the United States. The thing has been discussed for weeks and

months and eventually will be settled."

"In that case, if an American Chamber of Commerce were formed, the American houses would cease to become members of the Hongkong General Chamber of Commerce?" enquired our representative.

"There is no element of hostility. It is merely a question of organising a Chamber of Commerce to handle American interests as American, as distinct from Hongkong questions by Hongkong people."

"Do you think there is unanimity among the local American community?"

"Many are betwixt and between. They will be in favour when they feel it is time to act. They are not certain whether the time is yet. Eventually something will be done. Probably it will be done after a while."

"You don't think any feeling of competition would be engendered by the establishment of an American Chamber of Commerce in Hongkong?" enquired the interviewer.

"It would not be an organisation that would take the strength from the Hongkong Chamber of Commerce, nor be political in spirit. It would be a source of strength to the Hongkong Chamber of Commerce. There are some questions that ought to be handled by Americans, just as Chinese questions are handled by the Chinese Chamber of Commerce. Whether these questions are sufficiently numerous to justify such an organisation is the point. An American Chamber would simply mean that we would co-operate with the Hongkong Chamber of Commerce."

"Do you think you can enlist sufficient local support for such an organisation? I take it that it would be a big affair" asserted our representative.

"If we had an organisation like this we should probably have a properly constituted organisation to co-ordinate with the different

LAST NIGHT'S BAND PERFORMANCE.

BROOKLYN BAND GIVES FINE ENTERTAINMENT.

No better proof of the appreciation of the kindness of Admiral Rodgers and the Officers of the U.S.S. Brooklyn, in allowing the ship's band to give an open air entertainment, on the Cricket Club ground last evening, could have been given by the community than the large number of people who attended the concert. His Excellency the Officer Administering the Government was an early arrival and many other prominent officials of the Colony were also present.

The selections on the programme were beautifully rendered, and the Bandmaster, Mr. Acierio, displayed exceptional qualities as a conductor and he and his musicians supplied two hours of delightful music, the like of which we have not heard in Hongkong for many a day. The performance has made us greedy. We want more, and who could blame us? We think the beginning of the cold season in Hongkong of 1919 will be remembered by this performance, as one of the most successful and enjoyable functions on record.

Chambers of Commerce in Shanghai, Paris, Buenos Aires, Tokyo, and in all parts of the world—in fact all the big ports of the world. The matter is still under consideration. I think it is probable that they may take it up in the spring.

"What's your attitude in the matter?" asked our representative.

"I personally do not take sides. If the community wants anything, I will, of course, push it along. There are two schools. One says we can get along without an American Chamber of Commerce and that when we have American questions we can call a meeting and settle it. The other school says: 'No, let's have a proper organisation.'"

"If the community decide to have such an organisation would you be entrusted with its efficient running?"

"It would have to be carried through with somebody beside me. A thing like that rests with the community and not with me. It is not a question of money. We should have no trouble in getting that. The trouble would be to get the force back of the organisation, and keep up the interest."

WHAT YOU WANT SOMEONE HAS— ADVERTISE IT

IN THE HONGKONG TELEGRAPH

THE MOST POPULAR LOCAL NEWSPAPER WITH A WIDE CIRCULATION.

ONE CENT PER WORD PER INSERTION

TWO CENTS IF NOT PREPAID

Try a small advertisement under WANTED, TO LET, LOST, FOUND or FOR SALE. You will be astonished at the number of enquiries you will receive.

SMALL ADVERTISEMENT ORDER FORM.

1	2	3	4	5	6	7	8	9	10
Please publish the above advertisement.....times, for which I enclose.....									
Name and Address:									

HOUSE OF HEROES.

In the ancient and popular quarter of the Faubourg du Temple, not far from the Place de la Republique, one of the most picturesque parts of old Paris, there is a huge old house inhabited by working men's families. Out of 35 tenants of this building who served in the French army during the war 25 have been killed on the battlefields. To commemorate this record of war casualties in a single house a little subscription was opened in the quarter, and yesterday a marble slab, on which were engraved the names of the tenants who fell on the field of honour, was set on the front. This is the inscription: "Never forget the heroes who have fallen for the defence of the Mother Country and the liberty of the world."

HAD A HARD TIME GETTING HER TEETH

UNTIL BABY'S OWN TABLETS WERE TRIED—THEN BEGAN IMPROVING AT ONCE.

The reason why Mrs. David Lee's physician prescribed Baby's Own Tablets for her child was because he knew them to be perfectly harmless; they are sold under a guarantee, backed by a Government Analyst's certificate, that they contain absolutely no opiate or narcotic and can be given with perfect safety even to the youngest infant.

Says Mrs. Lee, who resides at Lindsay, Ontario, Canada: "My little girl had a hard time getting her teeth. She was quite feverish, her tongue was coated, her mouth offensive and she vomited milk. On the advice of our doctor I gave

her Baby's Own Tablets and she began improving at once. She had not slept well at nights for three months, and I was almost worn out caring for her. Nothing did her any good until I gave her the Tablets. Now her food digests properly, her breath is sweet, her tongue clean and she is quiet and good. I can strongly recommend the Tablets to other mothers as they did my baby good when nothing else did."

Baby's Own Tablets, the Canadian children's remedy, are recommended in cases of simple fever, colic, constipation, indigestion, diarrhoea. They make teething easy, promote healthy appetite, restful sleep and regular development, are a remedy for worms. Sold by chemists or sent post-free at 50 cents the vial by the Dr. Williams' Medicine Co., 245 Broadway, New York.

DAIRY FARM NEWS.

FRESH MILK

The value of pure fresh milk as a perfect diet cannot be over-estimated.

Without fresh milk children cannot thrive.

The purity and quality of our milk is guaranteed.

Beware of adulterated and impure milk.

THE DAIRY FARM, ICE & GOLD STORAGE COMPANY, LIMITED.

DO YOU NEED A TYPEWRITER?

IF SO SEE OUR REBUILT

REMINGTONS AND UNDERWOODS

WE CAN SAVE YOU MONEY

THOMAS W. SIMMONS & CO.

IMPORTERS & EXPORTERS

TOP FLOOR YORK BUILDING

TELEPHONE 2189



CAL-PA-CO

PURE MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION

CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE CALIFORNIA PAINT CO.

Sole Agents

GERIN, DREVARD & CO.

HOTEL MANSIONS.

NOTICES

THE WELL-DRESSED MAN

WHO KNOWS THE VALUE OF A GOOD APPEARANCE PAYS CAREFUL ATTENTION TO THE QUALITY, CUT AND PRICE OF HIS CLOTHES.

HE APPRECIATES A GOOD TAILOR BECAUSE HIS TASTES ARE UNDERSTOOD.

YOU WILL BE MORE THAN SATISFIED IF YOU GO TO

J. T. SHAW

21, HONGKONG HOTEL BUILDINGS.

Wm. Powell TELEPHONE 346

CHANGE OF SEASONS.

NEW STOCKS OF

"VIYELLA" AND LIGHT-WEIGHT WOOL UNDERWEAR.

UNSHRINKABLE, WARMTH WITHOUT WEIGHT, BEAUTIFUL, SOFT NON-IRRITATING GARMENTS.

CASHMERE SOCKS.

A large consignment just received in PLAIN COLOURS, BLACK, WHITE and FANCY DESIGNS. Price from \$1.00 to \$2.50 SPECIAL VALUE. WEAR GUARANTEED.

COLUMBIA SYMPHONY RECORDS

VIOLIN SOLOS

- 49447 - ROMANCE (WIENIAWSKI) SEIDEL
- 49454 - HUMORESKE (DVORAK) "
- 77899 - TRAUMEREI (SCHUMANN) "
- 78138 - ORIENTALE (CUI) "

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

16, DES VŒUX ROAD.

TEL. 132

GERIN, DREVARD & CO

4th FLOOR HOTEL MANSIONS, Tel. 114

AND AT CANTON.

IMPORTERS & EXPORTERS

MACHINERY MERCHANTS

"FRISCO STANDARD" MARINE ENGINES, "COFF QUEEN" BELTING, "SKOOKUM" PACKING, ELECTRIC MOTORS, GENERATORS AND OTHER ELECTRICAL APPARATUS.

POMMERY AND CRENO CHAMPAGNE

JOHNNIE WALKER WHISKY

ALLSOPP'S LAGER BEER

BOORD'S LONDON GINS

CALBECK MACHINERY

THE TELEPHONE GIRL.

[The Postmaster-General asks telephone users to remember that there is a human being at the Exchange end of the wire; and he warns that the language they use may some day provoke the girls—to reply.]

Though rules official seal her lips,
She has a human side.
Remember that, when faults and slips
You petulantly chide.

"Number engaged!" Is she to blame?
And that "wrong number" call—
Small reason that so harsh a name.
On maiden ears should fall.

It may be that she seems asleep
When you ring up in vain;
But rouse her not with satire cheap
Or adjectives profane.

Beware! Withhold reproach and scorn:
Be careful what you're at.
You'll wish you never had been born
If she begins back chat.

SHIPPING.

& O.-BRITISH INDIA
AND

APCAR LINES

(COMPANIES incorporated in ENGLAND)

TRAITS & BURMA, GYELON, INDIA, PERSIAN
GULF, AUSTRALASIA, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR
LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

Ship	leave Hong- kong about	Due Marseilles about	Due London about
ARA	1st Nov.	3rd Dec.	12th Dec.

FOR SINGAPORE, COLOMBO & BOMBAY.

ARA 5th Oct. due Bombay about 3rd Oct.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

ARA 24th Sept. due Calcutta about 21st Oct.

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.

ARA leave Hongkong about 30th September. Due Yokohama about 14th October.

ARA 18th Sept. at daylight. Shanghai only.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.

Des Voeux Road Central. Agents.

CP OS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

STEAMERS.	HONGKONG.	VANCOUVER.
Empress of Asia	Oct. 2	Oct. 20
Empress of Japan	Oct. 25	Nov. 16
Monteagle	Oct. 19	Nov. 12
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 20	Jan. 10
Empress of Russia	Dec. 25	Jan. 12

"EMPRESS OF ASIA" from Hongkong, 2nd October, will not call at Shanghai on a Japanese Quarantine Regulations are relaxed in the interim.

Passage Fee a Hongkong to United Kingdom.

Empress of Asia	Empress of Japan	Gold
1450 Tons Reg.	1450 Tons Reg.	1450 Tons Reg.
1450 Tons Reg.	1450 Tons Reg.	1450 Tons Reg.

Fares subject to change without notice.

Registrations for Passage for Season 1919 now being made.

For particulars regarding passage rates, and regulations, apply to the Agents, Messrs. SUTHERLAND, 75, Des Voeux Road, HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

* FUSHIMI MARU ... Monday, 22nd Sept., at 11 a.m.

* (Omitting Manila & Shanghai.)

KATORI MARU ... Tuesday, 14th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez.

* Port Said & Marseilles.

IYO MARU ... Friday, 19th Sept., at Noon.

ATSUTA MARU ... Friday, 3rd Oct., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.

NIKKO MARU ... Monday, 22nd Oct., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San

Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

HWAHWA ... Tuesday, 23rd Sept.

SHIRYU MARU ... Thursday, 9th Oct.

CALCUTTA & RANGOON via Singapore & Penang.

TSURUGA MARU ... Tuesday, 30th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Monday, 22nd Sept., at 11 a.m.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Saturday, 30th Sept., at 11 a.m.

KAIFUKU MARU (Omitting Shanghai) Thursday, 25th Sept.

TENSIN MARU ... Monday, 29th September.

YOKOHAMA MARU ... Thursday, 2nd Oct., at 11 a.m.

HOSHI MARU ... (Omitting Shanghai) Friday, 3rd Oct.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).

WAKASA MARU (London, Antwerp & Rotterdam) End of Sept.

TSUYAMA MARU (Marseilles & Liverpool), Thur., 2nd Oct.

DELAGO MARU ... Middle of October.

* (London, Antwerp & Rotterdam)

TOYOOKA MARU ... (Marseilles & Liverpool) End of Oct.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

NIPPON MARU direct to Nagasaki, 25th Sept. *Omitting call at Shanghai.

TENYO MARU 2nd Oct. (from Yokohama).

SIBIRIA MARU 10th Oct.

SHIMO MARU 18th Oct.

PERSIA MARU 10th Nov.

KOREA MARU 18th Nov.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers. Leave Hongkong. 4th Nov.

SEIYO MARU

Steamers are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager, KING'S BUILDINGS

Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Nov. 1st, 1919. Oct. 7th, 1919. Nov. 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD., General Agents,

or to REISS & Co. Canton

Hongkong, 10, Apr. 1917.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICE—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Ebury Street, S. W.

Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business & Social.

SHIPPING NEWS.

CHINWANGTAO LIGHTS.

With reference to Notice to Mariners No. 654, which notified, in connection with the permanent discontinuance of the Chinwangtao Light, that the Kailan Mining Administration were exhibiting their harbour lights from sunset to sunrise to serve as an aid to navigation for the approach to the port of Chinwangtao, notice is given that when these harbour lights are extinguished the Kailan Mining Administration will exhibit a powerful electric light from an elevated position on the bluff near the site formerly occupied by the Chinwangtao Light. Caution—Mariners are warned that these shore lights are unofficial and unwatched and that they cannot be relied upon to the extent of officially controlled and watched lights.

ROYAL PACKET COMPANY.

The report of the Royal Packet Company states that six of the company's steamers were requisitioned in 1918. Of these five have been released, while the sixth, the Tasman, became a war loss, for which the British Government will have to make restitution. In spite of its depleted fleet the company observed all its engagements with the Dutch Government, and all its reductions or stoppages of services were carried out with the Government's approval. The traffic in the Indian Archipelago developed in a very satisfactory manner, and the company took a large part in the shipment of sugar from Java to British India, Hongkong, and Japan. Only seven round voyages were made to Australia, as compared with twelve in 1917. The losses of previous years, in which the State bore a share, were entirely good. Owing to the closing of the rice harbour, Rangoon, there was a considerable extension of the Siam traffic. The service between Singapore and China had to be suspended as the steamer engaged thereon was requisitioned, and the shortage of tonnage caused a temporary suspension of the Deli-Swallow service. The gross receipts for the year amounted to 17,981,387 florins. The sum of 2,104,996 florins is written off for depreciation of the fleet, and in order to provide for the extra repairs which will be necessary after the intensive use of the steamers during the war period, it has been decided to place 2,025,508 fl. to the repairs reserve, which is thus brought up to the total of 4,025,508 fl. It is proposed to distribute a dividend of 17 per cent.

SUBSIDY FOR COASTWISE SHIPPING.

Sir Auckland Geddes, President of the Board of Trade, received a deputation recently from the Special Committee of the House of Commons on Coastwise and Inland Waterways Traffic. Mr. H. G. Purchase, M.P. who introduced the deputation, said the position of coastwise traffic was perilous. The diversion of trade on account of war conditions should be remedied by a rediversion as soon as possible. Mr. G. Fenwick, M.P., said that unless there was a rise in the railway rates, or the railways refused to carry the trade, he did not see how the coastwise trade could be re-uscitated. Sir Auckland Geddes, in reply, said the remedies suggested by the deputation were the same as those of the Board of Trade. But there were no powers by which the railway freight rates could be raised to the necessary level under D.O.R.A. If the Transport Bill had become law they would by this time have had a solution of the present difficulties. However, they were definitely preparing to refuse to carrying certain traffic on the railways. He had been working at a scheme which it was hoped would help to meet the difficulty during the period which must elapse until the new economic railway rates could be brought into force, and that scheme was designed to throw into the hands of the shipping companies certain big and important traffic. Where the railways could not carry certain classes of goods, a certificate would be sent to those who wished to send them through the Home Trade District Transport Committee, and that certificate would then suggest to the individual concerned that his best course was to consign the goods by sea. On such traffic some subsidy would have to be paid. "But," added Sir Auckland, "any subsidy we are giving here is a subsidy in order to get things so running that at the earliest possible moment we may get rid of all subsidies without disastrous dislocation."

SHIPPING.

C. N. C.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

W'WEL, CHEFOO & T'SIN Huichow 20th Sept. at 3 p.m.

SHANGHAI & TSINGTAO Tean 21st Sept. at 4 p.m.

H'HOW, P'HOI & H'PHONG Kailow 22nd Sept. at 11 a.m.

SWATOW & BANGKOK Luchow 23rd Sept. at 10 a.m.

SHANGHAI Shantung 23rd Sept. at noon.

SHANGHAI Sunning 25th Sept. at noon.

SHANGHAI & STINGTAO Chenan 28th Sept. at d'light.

MANILA, CEBU & ILOILO Taming 30th Sept. at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidsthips. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (twice weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

Telephone No. 36. BUTTERFIELD & SWIRE.

Hongkong Sept. 19, 1919. Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
---------	------	----------------------	------------------------	-----

Tijlajap ... Japan 28th Sept. 30th Sept. Java

Tijlajap ... Shanghai 28th Sept. 1st Oct. Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

Telephone No. 1574. JAVA-CHINA-JAPAN LIJN.

York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
-------------	---------	----------

Haitan ... A. H. Stewart ... FRI. 19th Sept. at 1 p.m.

Quinnebaug ... Medina ... TUES. 23rd Sept. at 1 p.m.

Haihong ... J. W. Evans ... FRI. 26th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong—(Subject to Alteration).

For	Steamship.	On
-----	------------	----

HAIPHONG via Hoibow Taksang Sat. 20th Sept. at 8 a.m.

SHANGHAI Tungshing Tues. 23rd Sept. at d'light.

SANDAKAN Hingsang Tues. 23rd Sept. at noon.

SHANGHAI Hingsang Wed. 24th Sept. at d'light.

TIENTSIN Cheongshing Fri. 26th Sept. at d'light.

MANILA Yuensang Fri. 26th Sept. at 3 p.m.

STRAITS & Calcutta Laisang Sat. 4th Oct. at 3 p.m.

ALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified surgeon.

SAILINGS FROM HONGKONG—Subject to change without notice.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

CHANGHAI LINE—A weekly service is maintained with Manilla by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong where date of sailings for passengers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer heading up the date of sailings for passengers.

Cargo taken on through Bills of Lading for Kadat, Jesselton, Labuan, Karam and Lahad Dais.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin calling at Waltham and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

Telephone No. 215. JARDINE MATHESON & CO., LTD.

General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers.	For	Date of Arrival	Date and Time of departure.
-----------	-----	-----------------	-----------------------------

"ST. ALBANS" Melbourne, via Queens-land Ports 7th Oct. Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A fully qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and Further Particulars Apply To

GIBB, LIVINGSTON & CO., AGENTS.

ACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers

"ECUADOR," "VENEZUELA" and "COLOMBIA."

Hongkong to San Francisco.

via Shanghai, Kobe, Yokohama and HONOLULU.

THE "SUNSHINE BELT."

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "ECUADOR" 8th October.

S.S. "COLOMBIA" 5th November.

S.S. "VENEZUELA"

The steamers have the most modern equipment including over-land electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable State-rooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special is given to the outline, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,

Apply to—Company's Office in

Phone No. 141. ALEXANDRA BUILDING. Chater Road.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

The M. S. "KONG-MING" (Captain Wilks), will leave

Yeung Tai Hing Wharf (Connaught Road West) at 5 p.m.

9th inst. for Wuchow via West River Ports.

This vessel has excellent European accommodation for first

passengers, and was built expressly for the West River

being fitted with electric light and fans and is complete

with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow

passengers taking the round trip will be allowed to remain on

the vessel without extra charge.

ADVERTISEMENTS.

TABAQUERIA FILIPINA

(SHANGHAI)

LEADING TOBACCONISTS IN THE EAST.

STORE WILL BE OPENED
IN HONGKONG
10 DES VŒUX ROAD.

BEFORE THE END OF
THIS MONTH
WHEN THE NECESSARY PRE-
PARATIONS HAVE BEEN
COMPLETED.

TABAQUERIA FILIPINA,

26 ICE HOUSE ST. (TEMPORARY OFFICE).

CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
CITY OF SPOKANE
arrived from Seattle via
on Sept. 13th, 1919 con-
signees are hereby notified that
cargo is being landed at
risk into the Hazardous
for Extra-Hazardous Goods
the Hongkong and Kowloon
and Godown Co., Ltd.,
Floor, and stored at con-
signees' risk.
Consignees of cargo must pro-
vide an Import permit signed by
Superintendent of Imports
Exports, Hongkong, before
of Lading will be counter-
signed.

All broken, chafed and dam-
aged cargo is to be left in the
Godowns where it will be
landed at 10 a.m. on Sept. 24th.
By the Company's Surveyors,
Messrs. Goddard and Douglas.
All claims must be presented
within thirty days of the steamer's
arrival here, after which they
will not be recognized. No claims
will be recognized after the goods
have left the Godowns, and cargo
delivered on and after Sept.
24th, 1919 will be subject to rent.
No fire insurance whatever will
be effected.

Consignees are requested to
sign their Bills of Lading for
counter-signature immediately.

PACIFIC STEAMSHIP CO.
Operating Agents
U. S. Shipping Board,
5th floor, Hotel Mansions,
Hongkong, September 18th, 1919.

NIPPON YUEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

The Company's Steamship
"KAGA MARU."

Arrived from the above
ports, Consignees of Cargo are
hereby informed that their Goods
are being landed and placed at
their risk in the Hongkong, and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be
marked out mark by mark and
delivery can be obtained as soon
as the Goods are landed.
Optional Goods will be carried
unless instructions are given
to the contrary before NOON,
9th DAY.

Goods not cleared by the 26th
September, 1919, will be subject
to rent.

Damaged packages must be left
in the Godowns for examination
by the Consignee and the Co.'s
representatives at an appointed
time on Tuesday & Friday. All
claims must be presented within
three days of the steamer's arrival
after which date they cannot
be recognized. No claims will be
accepted after the goods have left
the Godowns.

NIPPON YUEN KAISHA
Agents
Hongkong, 18th September, 1919.

G. R.

NOTICE.

Permission given by His Ex-
cellency the Officer Administer-
ing the Government under section
10 of the Travellers Restriction
Ordinance 1915.

On and after the 8th day of
September, 1919—

(1.) Persons who are in posses-
sion of such passports as are here-
in-after mentioned and produce
the same hereinafter mentioned
are permitted by His Excellency
the Officer Administering the
Government to leave the Colony
without a pass from the Captain
Superintendent of Police.

(2.) A British subject is per-
mitted to leave the Colony, with-
out a Police Pass, provided that
he has in his possession a valid
passport which has been issued
or renewed within the last two
years and provided that he pro-
duces such passport, on de-
mand, on board of and prior to the
departure of the steamer by which
he is leaving.

(3.) A Subject of a Foreign
Power is permitted to leave the
Colony without a Police Pass,
provided that he has in his pos-
session a valid passport granted
by or on behalf of the Govern-
ment of the Country of which he
is a subject, and provided that he
produces such passport on de-
mand, on board of and prior to the
departure of the steamer by which
he is leaving.

2. A person arriving in and
leaving the Colony by the same
steamer is permitted to leave the
Colony, provided that he has
such valid passport as aforesaid
and provided that he produces
such passport, on demand, for
examination on board, both prior
to the arrival of the steamer in
the Colony and prior to its
departure from the Colony.

3. Members of ships' crews are
permitted to sign on without
obtaining a permit from the
Captain Superintendent of Police.
Note.—1. All persons, who are
either without a passport or with-
out such a valid passport as above
mentioned, must continue to
comply with all the provisions of
the Travellers Restriction Ordinance, 1915.

2. To prevent delay in sailings,
Shipping Companies should
satisfy themselves that intending
passengers have the necessary
passports aforesaid in their
possession.

All persons with certain excep-
tions who remain in the Colony
for more than 7 days are required
to register themselves under the
REGISTRATION OF PERSONS
ORDINANCE 1916. Forms of
Registration giving the particu-
lar required may be obtained at
the G. P. O. and at all Police
Stations.

The Penalty for non-compliance
is a fine not exceeding \$50.

E. D. C. WOLFE,
C. S. P.
Hongkong, 5th September 1919.

NOTICE.

THE HONGKONG STEEL
FOUNDRY CO., LTD.

Notice to Shareholders.

The Ninth Ordinary Yearly
Meeting of Shareholders in the
above Company, will be held at
the Company's Office, St. Georges
Building, Hongkong, on Tuesday
the 30th September, 1919 at
11.30 a.m. for the purpose of pre-
sents the Report of the General
Managers, and Statement of ac-
counts to 31st May, 1919.

The Transfer Books of the
Company will be closed from
23rd September to 30th September
1919, both days inclusive.

GORDON & CO.
General Managers.
Hongkong, 16th September, 1919.

NOTICE.

THE CHINA LIGHT &
POWER CO., (1918) LTD.

Notice is hereby given to
shareholders of the above named
Company that the Transfer Books
will be closed from Tuesday the
23rd September 1919, until Tues-
day the 30th September 1919,
both days inclusive.

SHEWAN TOMES & CO.
General Managers.
Hongkong, 16th September, 1919.

G. R.

NOTICE.

On and after Monday Sept. 15th
1919 the Pass office and the
office for the Registration of
Persons under Ordinance 6 of 1916
will be located at the Central
Police Station and not at the Post
Office Building.

E. D. C. WOLFE,
C. S. P.
Hongkong, 12th September, 1919.

PUBLIC AUCTION.

THE Undersigned has received
instructions to sell by Public
Auction on

ATURDAY, the 20th Sept.
1919,

commencing at 11 a.m.
at his Sales Rooms, Duddell
Street

6 bales Periodicals
8 cases Freezing Machinery
1 case Brandy
23 tins Coffee
18 tins Biscuits
84 bags Flour
95 tins Yellow Paint
10 tins Soft Soap
5 cases "Three Boys" Soap
50 cases Bar Soap
30 pairs Rubber Boots
73 Pairs Hair Clippers
3 Sewing Machines

Terms: Cash on delivery.
Geo. P. LAMMERT,
Auctioneer.

WISEMAN LIMITED.

The Best Tiffin
in town To-day
is at

WISEMAN'S.

Usual Price
\$1.00

Punch ticket for
30 meals \$25.00.

WISEMAN LTD.

Tel. 407.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Vœux Road, Chai
Haukew Bank: Panoff Building.

FOR THE YEAR TO COME

Prudence is important in all things.
This applies to your own finances. The
best way of providing for the future, freely,
is by
OPENING A SAVINGS ACCOUNT
WITH US.
\$1.00 starts.
SYSTEMATICALLY it will grow to
THOUSANDS.

DANCING.

DANCING.—Lessons given in
all the latest dances. Last
season's success a guarantee for
the coming season. Terms mod-
erate. "Apply" Box 241 c/o
"Hongkong Telegraph."

ARMY AS A CAREER.

Many inquiries are being received
from non-regular officers, who
have served in a theatre of war,
as to the success of their applica-
tions for permanent commissions
in the Regular Army.
The Army Council regret
the delay, but it is impossible
to make any announcement
as to how many commissions will
be granted, until the future
establishment of the Regular
Army has been decided. At the
present moment, the number of
officers holding regular permanent
commissions is in excess of known
requirements.

MOTORING IN
KOWLOON.CIRCULAR TRIP POSSIBLE
SOON.

At the end of this month it is
expected that the road from
Kowloon to Castle Peak will be
opened for motoring. The road
is in quite fair condition and
there are no dangerous corners.
It is one of the roads with the
easiest bends in the Colony and
with no steep gradients. The
road will ensure a circular motor
trip on the mainland. Starting
from Tsim Sha Tsui, the old road
skirts Sha Tin, Fanling, Au Tau,
Pingshang, to Castle Peak,
Tai La-cheung, and Tsinwan
and back to Tsim Sha Tsui.
From Tsim Sha Tsui to
Fanling by the old road the dis-
tance is 21 miles and from Tsim
Sha Tsui to Castle Peak the
distance is 38 miles; whilst from
Castle Peak to Tsim Sha Tsui by
the new road it is 19 miles—a
total length on the circular route
of 57 miles.

The whole road has been great-
ly improved and a splendid
motor trip is being carried out
in respect of widening the present
Taipo Road between the third and
fifth miles. It is hoped that
considerable improvements will
be effected on this section of
the road. Improvements
are also being carried out
on the section of the road be-
tween Loklah and Taipo.

SHIPPING ITEMS.

Coal to the extent of 1932 tons
was unloaded here this morning
by the s.s. Hangchow, a China
Navigation Company vessel, from
Hongay. She experienced heavy
monsoon weather.

From Hoihow the Namwan, a
Portuguese vessel, brought 200
tons of general merchandise for
Hongkong.

Another vessel that had a
consignment of coal for Hong-
kong is the "Uranga Maru"
which came in this morning from
Mitsui with 2,773 tons of the com-
modity. Her agents are the
Mitsui Bussan Kaisha.

Tea, tin composition, cocoa,
truck silver and general mer-
chandise to the extent of 5156
tons was delivered here this
morning by the s.s. Kaga Maru,
of the Nippon Yusen Kaisha.
She had 41 first-class, 17 second-
class and 128 deck passengers.

Three hundred tons of general
cargo was brought from Canton
by the Chinese vessel Yue Shang.

The Kuang Hong arrived this
morning three hours late.

The Kwong Lee had 863 tons
of general cargo from Shanghai.

The s.s. Haitan cleared this
morning for Foochow via Swatow
with 1,400 tons of cargo.

The Kaga Maru departed for
Kobe with 450 tons.

The s.s. Gablonz left at noon
to-day for Trieste, with 455 of
through cargo and 262 cabin
passengers.

The Taksang departed for
Hongkong with 50 tons.

POET LAUREATE FOR LIFE.

Was the office of Poet Laureate
a life appointment, irrespective
of inspiration and intellectual
output, asked Sir Ernest Wild in
the House of Commons recently.
Mr. Bonar Law: It is a life
appointment. Colonel A. Murray:
Does it carry any obligations to
write poems?—Mr. Bonar Law:
I think not. Of all possible
obligations that would be the
most unreasonable. (Laughter.)

DUTY OF A WIFE.

A little homily on the whole
duty of a wife was delivered by
Mr. Symmons, the North London
magistrate, to a woman who was
charged before him recently with
drunkenness in the streets.
"Why were you not at home
looking after your husband?"
asked the magistrate. The
woman replied that she had
prepared her husband's supper
and left it on the gas-stove to
keep warm. As she had done
her duty she thought she was
entitled to go out. Mr. Symmons.
But you had not done your whole
duty. You ought to have been
at home when your husband
arrived and given him his supper,
to have talked to him, and to
have listened to what he had to
say. He would want to tell you
what he had done during the day,
how he had scored off the fore-
man, and done other things.
(Laughter.) Don't tell me that
you did your duty as a wife
by simply keeping his supper
warm.

NOTICE.

MERCURY GARAGE CO.

MOTOR CARS FOR HIRE.

TELEPHONE 977.

GERMAN TRADE OUTLOOK.

CHEAPEST COUNTRY IN
THE WORLD.

In the current number of
System is a very interesting
article by a Special Commis-
sioner sent to Germany in March
and April of this year to make
careful inquiries into the business
situation there. The writer is an
experienced business man and the
financial editor of a well-known
paper. He sums up his positive
conclusions as follows:

"1. German trade has no con-
certed policy and does not want
any: it wants to run itself with-
out outside interference from the
Government and will have nothing
of subsidies. The general
opinion is that the subsidies did
more harm than good, and also
that cartels were not particularly
useful and should not be revived.
"2. The notion that the Ger-
mans would trade under a quasi-
military system or with a uniform
policy is the result of a hectic im-
agination. It has, never been
given serious consideration in
Germany and is considered an
interesting absurdity.

"3. There are no German
stocks to 'dump' and not the
slightest intention of selling in
any market below cost, although,
if the home tariff is high enough,
concerns will dispose of their
surplus stocks outside of Ger-
many at prices cheaper than they
will charge the home trade.

"4. The German tariff will
make foreign competition inside
Germany nearly impossible ex-
cept in special lines not made so
well in Germany.

ONE OF THE BIGGEST FACTORS.

"The German trade of the
future will not be as dramatic as
it has been pictured. It will not
be dramatic at all. But because
her merchants, bankers, and
manufacturers have both feet
squarely on the ground, and are
prepared to go after profitable
business anywhere and on sane
lines, Germany is to-day poten-
tially one of the biggest trade
factors in the world.

"She is strong because she has
no illusions and knows that what
she sells in the world will have to
be sold on price and merit.
There is nothing of the superhu-
man in any of the methods or
plans with which I came
in contact, but there is
plenty of hard common-sense and
a complete appreciation that to
rehabilitate even a fraction of
Germany's former world trade
will require an almost endless
amount of hard work."

When the writer comes to deal
with the immediate prospects of
German industry, he makes very
little allowance for the influence
of political agitations and dis-
orders. He writes:

"For six months or a year,
provided raw materials arrive and
trade is not restricted, Germany
will have no difficulty in dispos-
ing of goods for export against
any competitor, because the low
value of the mark makes Germany
the cheapest country in the world
to buy in.

"NOT WORRIED BY STRIKES.
"It is the loss of efficiency in
labour and not strikes or wages
as such which is causing worry
to Germans in making their plans
for the future. The coal loss is
but a fair average, and whether
this is a permanent loss or merely
a reaction to war weariness
cannot be more than guessed at.

"Aside from this decrease in
man power, labour is in a fairly
satisfactory condition, as labour
in the world goes in these days.
The union movement has gained
much ground; the membership
has tripled; and the union leaders
and the rank and file of the men
are squarely with the employers
in working for the re-establish-
ment of industry. There is
practically no Bolshevism or
Spartacism, and little chance that

43,000 GERMAN PIANOS.

BRITISH MAKERS' FEAR
OF DUMPING.

Considerable anxiety prevails
among English pianoforte manu-
facturers as to their position in
the world's markets in the im-
mediate future. According to a
leading manufacturer, revived
German competition seriously
threatens the industry.

"During the war," he said, "the
German Government prohibited
the sale of German pianos even
to their own people, although
manufacture was maintained right
through. The object was to col-
lect such a number of instruments
that German traders could secure
a share of the business of the
world immediately peace was
declared. They have not moved
very extensively yet, though a few
pianos have been sent to Amster-
dam and to Copenhagen, but the
embargo against the importation
of their instruments into this
country comes off next September.
Reliable figures show that in
Germany to-day there are some
43,000 pianos to be dumped on to
the world's markets at cut prices,
the State offering a subsidy to the
manufacturers in the form of a
grant based on the cost of
manufacture, on the prices current
in the general markets at the
time they are offered, and the
prices actually realized."

This is the spirit of German
penetration all over again, but we
are trying to secure that the
Board of Trade will protect us in
some way from this competition.

After pointing out that the cost
of manufacture of the British in-
strument is far in excess of the
prices charged for high-grade
American and Canadian instru-
ments, the manufacturer in ques-
tion said that there was not an
American or a Canadian business
house in the trade that had not
its representative over here now;
and, according to the reports we
have received, they have secured
some rather substantial orders.
Within the last three months
some hundreds of orders placed
with English manufacturers,
notably from South Africa and
Australia, have been cancelled in
favour of cheaper American
pianos of equal quality. We
have tried to meet this by secur-
ing an increased output, to obtain
which we have even offered to
give the men the increased pay-
ment for which they are now
pressing, and to add to it a bonus
on all increased output. The
men resist the bonus scheme on
the ground that it is a reversion
to what they term the "discredited
piece-rate system."

the movement which is so rapidly
covering Europe will gain a foot-
hold in Germany.

"The strikes have been due
mainly to dissatisfaction with
the purchasing power of money,
and have been literally bread
strikes. They have been solely
for money and not for a new
order of things. The soldiers
and workers' councils, which
everywhere sprang up in
Germany at the time of the
revolution, have either faded
away as in Essen and Dusseldorf,
or have been transformed into
labour bodies and are distinctly
stabilizing factors.

"The Spartacist movement of
which one reads so much is a
noise rather than a movement,
and it has no hold upon the Ger-
man workers. There has been
nothing in Germany so important
as the Clyde strike in England;
but if ten men start a row, 500
soldiers with machine-guns, hand
grenades, liquid fire and probably
a field gun or two will be called
out to bring them to order. They
are so afraid something may
start that they swat flies with
sledge hammers.
"The Labour problem of Ger-
many will be met when there is
work for the workers."

NOTICES.



Have Unusual Qualities and an Individuality that

at once create a preference for this Exquisite Brand.

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.	
H.K. & S. Banks	\$675
Marine Insurances.	
Cantons	b. 440
North China	b. \$200
Unions	n. 217 1/2
Yangtzes	n. 280
Far Eastern	b. 23
Fire Insurances.	
China Fires	n. 138
H. K. Fires	b. 345
Shipping.	
Donglases	s. 93
Steamboats	b. 241 1/2
Indos (Pref.)	n. 32
Indos (Def.)	b. 185
Shells	b. & sa. 180 1/2
Ferries	n. 34 1/2
Refineries.	
Sugars	n. 180
Malabons	n. 46
Mining.	
Kailans	b. 60 1/2
Langkat	b. 31 1/2
Shanghai Loans	b. 210
Shai Explorations	b. 44 1/2
Rauhs	n. 47 1/2
Tronchs	n. 47 1/2
Ural Caspian	n. 47 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	b. & sa. 100
K. Docks	b. 181
Shai Docks	b. 124
N. Engineerings	b. \$27 1/2
Lands, Hotels & Buildings.	
Centrals	n. 109 1/2
H.K. Hotels	n. 120
L. Invest.	sa. 120
H'phreys Est.	b. 9 1/2
K'loon Lands	n. 46
L. Reclamations	n. 175
West Points	b. 90 s. 93
Cotton Mills.	
Ewos	b. \$360
Kung Yiks	b. \$324 1/2
Lau Kung Mows	b. \$250
Oriental	b. \$120
Shai Cottons	b. \$230
Yangtzepeos	b. \$17 1/2
Miscellaneous.	
Cements	n. 8.10
China Borneos	n. 12 1/2
Do. Light	b. old 7 1/2 new 3 1/2
China Providents	n. 8 1/2
Dairy Farms	s. 29
Electric H. K.	n. 84
Electric Macao	n. 34
Hongkong Ropes	b. 30
Hk. Tramways	s. 8 1/2
Do. new n.	80 cts.
Peak Trams, old	s. 7 1/2
Do. new n.	80 cts.
Steam Laundries	b. 3 1/2
Steel Foundries	b. 10 1/2
Water-boats	s. 15 1/2
Watsons	b. 5 1/2
Wm. Powell's	b. 12
Wisemans	b. 29

NOTICE.

MITSUBISHI SHoji KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.
SOLE PROPRIETORS OF
YAMAGUCHI, OCHI, MUTSUKI, KISHIMOTO,
YOSHIKAWA, NAGAI, KAMAZU, SATO,
KANAKA, SHINKEI, KAMITAMURA, SUGA,
and OTSUKI COAL MINES.
Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.
BRANCHES AND REPRESENTATIVES:—NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSUBUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSINANFU, HANKOW, SHANGHAI, TAIPEH, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address—
Hongkong:—“IWASAKI”
Canton, Haiphong—
“IWASAKUSAI.”
Codes:—A1, A.B.C. 5th Ed.,
Western Union and Bantley's.
AGENCY FOR:—THE OSAKA
MARINE AND FIRE INSURANCE
CO., LTD., OSAKA.

For Particulars Apply to—
S. SAKI, Manager,
No. 11, Pedder Street, Hongkong.

ASAHI BEER



AGENTS
Mitsui Bussan Kaisha.

Hongkong, Sept. 19, 1919.

WEATHER REPORT.

September 19th. 11h. 50m.—No return from Vladivostok, Waihaiwei, Shanghai, Japan or Formosa.

Pressure has decreased slightly at Guam, Manila and Touram. It is nearly stationary at other reporting stations.

Fresh monsoon may be expected along the southern coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 6' 31 inches against an average of 72.41 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock.	W. winds, fresh; fine to cloudy.
2 Formosa Channel.	N.E. winds, strong.
3 South coast of China to the same as H.K. and Lamook's at No. 1.	The same as H.K. and Lamook's at No. 1.
4 South coast of China to the same as H.K. and Lamook's at No. 1.	The same as H.K. and Lamook's at No. 1.

C. W. JEFFRIES, Chief Assistant.
Hongkong Observatory, Sept. 19th, 1919.

HOTELS.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF
MRS. BLAIR.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 378. Telegraphic Address: “VICTORIA”
J. WATSON, Manager.

ENTERTAINMENTS.

THE VICTORIA

TO-NIGHT! TO-NIGHT!
at 9.15 p.m.

CHARLIE CHAPLIN

IN HIS MILLION DOLLAR PICTURE

“SHOULDER ARMS.”

TO-DAY'S MATINEE:
FIFTH & SIXTH EPISODES OF
“THE LIGHTNING RAIDER.”

TEL. NO. 1743. **CORONET** TEL. NO. 1743.

To-night AT 5.15 & 9.15 P.M. To-night

WILLIAM FOX

PRESENTS

GEORGE WALSH,

Whom you have waited to see since he delighted you in

“THE YANKEE WAY”

IN

“THE BEAST”

Usual Prices. Booking at ROBINSON'S.

HOTELS.

The Hongkong Hotel Co., Ltd.

Operating—
THE HONGKONG HOTEL The leading hotel in the Far East.
THE REPULSE BAY HOTEL The evening seaside resort of South China.
(opening in the Summer of 1920)
THE HOTEL MANSIONS The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.
(Office premises)
The Hotel Company, having recently extended their cold storage plant and installed motor transportation, are specializing in excursions, catering, coach, boat, and motor services, and are prepared to supply all necessary equipment, decorations, furnishings, and music.
Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with.
Telephone No. 433, Catering Department.
Telephone No. 1673, Manager.

J. H. TAGGART, Manager.

KINGSLERE HOTEL

CRAIGIEBURN HOTEL

KNUTSFORD HOTEL

SACHSE, LENNOX & Co., General Agents

Are resident Managers.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

THE CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Nice and quiet yet only a few minutes' walk from the Banks and Central District. 45 Bedrooms. Excellent Cuisine. Surprisingly Ocean. Moderate Terms. Monthly and Family Rates on application to the Proprietor.

Telephone 812. MRS. F. E. CAMERON.

Printed and Published for the Proprietor by Charles Mackay Wilson, at 11, Top House Street, in the City of Victoria, Hongkong.

SHIPPING.

ARRIVED.

Tung Shing, 1175, Br., Capt. Mc-Aish, Canton, J. M.—Mooring—B 32.
Hangchow, 999, Br., Capt. Mc-Aish, Canton, B. & S.—Mooring—C 31.
Huichow, 1242, Br., Capt. Shane, Canton, B. & S.—Mooring—C 44.
Nam Wan, 270, Port, Capt. Costa, Hoihow, Fai Fung—Mooring—C 39.
Kashima Maru, 1473, Jap., Capt. Sako, Canton, Dodwell—Mooring—B 27.
Uraga Maru, 1288, Jap., Capt. Tahamura, M. B. K.—Mooring—A 28.
Kaga Maru, 3597, Jap., Capt. Segawa, London, N. Y. K.—Mooring—K. Wharf.
Taishun, 1216, Ch., Capt. Westerland, Canton, China Merchant—Mooring—K. Wharf.
Yuet Shing, 234, Ch., Capt. Ross, Swatow, Po Lee—Mooring—K. Wharf.
Kung Hong, 185, Ch., Capt. Chan, Chai, Shanmi, Pak Hang—Mooring—K. Wharf.
Kwang Lee, 1468, Chinese, Capt. Sangster, Shanghai, China Merchant—Mooring—K. W.

VESSELS CLEARED.

Kashima Maru for Chin Wan Tao
Kaga Maru for Kobe
Gablonz for Trieste
Kwang Lee for Canton
Tak Sang for Haiphong
Haitan for Foochow

METEOROLOGICAL.

Previous.
Day On Date On Date
at 5 p.m. at 5 a.m. at 5 p.m. at 5 a.m.
Barometer 29.95 29.97 29.96
Temperature 81 75 81
Humidity 51 75 46
Wind Direction E.N.E. E.N.E. E
Force 4 4 5
Rainfall 0 0 0
State of Sky b. c. b.
Remarks
M. K. Observatory, Sept. 19, 1919.
J. H. W. CROSS, Foreman.

POST OFFICE.

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Europe via Suez—Per BENDOR. AN, 19th Sept.
Straits—Per JAPAN, 20th Sept.
Manila & Australia—Per NIKKO MARU, 21st Sept.
Japan—Per HWAHWA MARU, 22nd Sept.
Shanghai—Per SUNNING, 22nd Sept.

OUTWARD MAILS.

TO-MORROW.

Shanghai, N. C. and Japan via Kobe—Per KAGA MARU, 20th Sept., 10 a.m.
Weihow, Chefoo & Tientsin—Per HUICHOW, 20th Sept., 11 a.m.
Macao—Per SUI TAI, 20th Sept., 1.30 p.m.
Macao—Per CHUEN CHOW, 20th Sept., 4.30 p.m.

SUNDAY, 21ST SEPTEMBER.
Macao—Per SUI AN, 21st Sept., 8.30 a.m.

Saigon—Per PHEUMPENH, 21st Sept., 9 a.m.
Swatow, Amoy and Formosa via Keelung—Per KALJO M., 21st Sept., 9 a.m.
Swatow and Straits—Per LINAN, 21st Sept., 9 a.m.
Shanghai and North China—Per TEAN, 21st Sept., 9 a.m.

PASSENGERS DEPARTED.

Per s.s. IYO MARU, from Hongkong.

Brieteux Mrs Grandmison Le
Brieteux Cour
Bowring Mrs Jackson J R
Talbot Kettlewell Mrs
Bec Le Kettlewell
Bachitve M McGill H
Bradford Mr & Makeef Pierre
Mrs De
Dymock Montymowicz
Duto H
Es. M. & Mrs T Norendzajanz
W Van Nambhai
Economou Mrs Olsen Mrs A M
R Olsen Master O
Economou Mrs Paul E
R Parkin
Economou R Philipp A
Goldschmidt Rashid A
Otto Sims Mr & Mrs
Grandmison Soubachitche
Mrs Upelneek K
Jacovelli A Wesclinski

MONDAY, 22ND SEPTEMBER.

Japan via Nagasaki—Per NIKKO MARU, 22nd Sept., 9 a.m.
Japan via Nagasaki, Canada, U. S., Central & South America and EUROPE VIA VICTORIA B.C.—Per FUSHIMI M., 22nd Sept., Reg. 8.45 a.m. Letters 9.30 a.m.

TUESDAY, 23RD SEPTEMBER.

Swatow and Bangkok—Per LU-CHOW, 23rd Sept., 9 a.m.
Hoihow, Pakhoi & Haiphong—Per KAIFONG, 23rd Sept., 10 a.m.
Java & Port Moreeby via Sourabaya—Per HAICHING, 23rd Sept., 11 a.m.

Shanghai and North China—Per SHANTUNG, 23rd Sept., 11 a.m.

Swatow, Amoy and Foochow—Per QUINNEBAUG, 23rd Sept., noon.

WEDNESDAY, 24TH SEPTEMBER.

Philippine Islands, Australia & New Zealand via Thursday—Per TANGO MARU, 24th Sept., Reg. 8.45 a.m. Letters 10.30 a.m.